



# SIU OPENS SCHOOL TO TRAIN SEAMEN

Story on Page 3

## Crews to Be Polled on '52 Pact

Story on Page 5



**Seal of Approval.** Having completed their count of ballots, tally committee members sign official report on Union election. (Story on page 3.)



**Shipboard Know-How.** Attentive students listen as SIU instructor Eddie Parr (center, fur collar) describes method of handling lifeboat to first deck dept training class. (Story on page 3.)



**Storyteller.** John Drake, (l.), BME member, relates his rescue from Flying Enterprise to two Seafarers. (Story on page 3.)

# CG Appeal Board Set-Up Clarified

## Coast Guard Security Law Protects Rights of Seamen

The big job of security clearance of America's merchant seamen, which got under way at the beginning of 1951, is rapidly nearing an end. Latest word from Washington is that approximately 225,000 validated documents have been issued by the Coast Guard, with an additional 45,000 coming through shortly. With the backlog almost eliminated, validation will soon involve only newly-issued seamen's papers. All seafarers have become familiar with the procedure of securing validated papers, but unless they ran into difficulty getting clearance, few are aware of the security law's appeal set-up which assures them protection from arbitrarily being barred from US ships.

Actually, every seaman has the right to appeal denial of validated papers to a local appeals board composed of civilians, and beyond that to a central board in Washington. The regulations governing this procedure were set up originally by executive order of the President on January 15, 1951. There have been a considerable number of successful appeals which resulted in seamen winning the clearance which was first refused them.

### Labor Represented

The crux of the appeal system is the fact that industry and labor representatives participate in the hearing boards, so that it is not an exclusive government operation. In New York, SIU Secretary-Treasurer Paul Hall is a member of the panel, and there are SIU representatives participating on these panels in the other ports around the country where local appeals boards are located. While the recommendations of these local boards are not binding, they usually carry considerable weight in the final decision.

When a man applies for validated papers, he fills out a form in his local port of call. The form is then forwarded to Washington where the man's record is checked against confidential information in government files. Clearance may be denied for any one of a number of reasons under the terms of Public Law 679 passed by Congress in August, 1950. Such reasons would include: Commission of acts of

treason, sedition, espionage or sabotage, aiding or associating with people committing such acts, disclosure of confidential information to foreign governments, past or present membership or participation in an organization deemed subversive by the Attorney General, and similar causes.

A man who is denied clearance will receive a letter stating that the government has strong basis for believing that his presence on merchant vessels is contrary to the interests of the United States. At this point the appeals procedure comes into play.

### 14 Chairmen

An appeals board representative explained that there are 14 local board chairmen in various port areas. These men, all civilians, are selected for their background in maritime and in judicial procedure. Each chairman has a panel of industry and labor members at his disposal from which he selects one of each to hear a particular case.

When a seaman wants to file an appeal...

(Continued on page 22)



New York Appeals Board Chairman Julius Rosen writes to Washington for secret file on seaman prior to calling hearing on the man's appeal for security clearance.

## 5 SIU Crews Named For WW II Citations

Crew members of five SIU ships who distinguished themselves for gallantry during World War II are entitled to citation ribbon bars awarded by the government. The Maritime Administration has asked the SIU to help locate men to whom the award has been given. SIU ships covered by the award are the Virginia Dare, William Moultrie, Cedar

Mills, Samuel Parker and Schoharie.

At least five active Seafarers and eight inactive ones are on the list for the award, which consist of a ribbon with a tiny silver sea horse in the center. A complete list of ships and men involved is on page 14. The active SIU members are: John W. Carlson, Stanley Gelak, Henry Lanier, Robert C. Sheppard and Earl H. Young.

The ships and seamen cited in the award contributed to the Allied cause during the war by helping fight off enemy attacks and delivering vital cargo in the face of extreme danger. Three of the ships, the Virginia Dare, William Moultrie, and Schoharie were in convoy PQ-18 to Murmansk, in 1943. This followed the famous "Fourth of July" convoy, PQ-17, which lost 22 of its 33 ships to dive bombers and subs after it was deserted by its escort vessels.

### One-Third Lost

Convoy PQ-18 also took a fearful lacing, losing 13 out of the 40 merchant ships in the group. The three SIU vessels were in the thick of it and helped fight off sub and torpedo plane attacks during the trip.

Two SUP ships' crews are also included in the list for the award. These are the Marcus Daly, and the Adoniram Judson. The "Ad" Judson won its spurs during the invasion of Leyte by delivering landing mats and high octane aviation gas to a captured Jap airfield at Tacloban and then standing by to provide air protection for several days. The Marcus Daly won a special commendation from General MacArthur for shooting down three Jap bombers and defending the docks at Leyte during the same invasion.

The latter ship suffered a suicide attack from a Japanese kamikaze bomber on Christmas Day 1944 which killed and wounded some 200 soldiers aboard her.

An additional group of SIU men is entitled to receive the Meritorious Service Medal which is awarded to all crewmembers who were commended by the War Shipping Administration of the Maritime Administration for conduct of a meritorious nature. Names of these men and the ships they served on are published along with the other list in this issue of the LOG.

## Crew Blasts Panama Pool Offer of Men

A potential threat to union seamen was turned up by the alert crew of the Raphael Semmes and its wide-awake delegates, Bill Hare, John Powers and Frank Judah. The crew notified the LOG that a pool of non-union seamen has been organized in the Canal Zone, and is attempting to get these men aboard American ships.

The outfit, which betrays its origins by stating that it has no connection with any union, is called the Atlantic Side Merchant Seamen's Pool. Its headquarters are in Colon and it has shown great eagerness to get aboard National Shipping Authority's Libertys which have been running into difficulties in getting experienced seamen in various ratings. The organization claims that it has 1,000 seamen on tap to fill vacancies.

So anxious is this outfit to get a foothold that it has contacted the Associated Press in Washington informing the news service that it was eager to make up vacancies on the Libertys.

### Keep Eyes Open

The Raphael Semmes crew warns all SIU men to keep a sharp lookout for any seaman who might be affiliated with this organization, particularly when passing through the Canal, as some skippers might try to get these men aboard as replacements.

In the shipboard discussion on the question, Hare pointed out that these scab seamen could never get a footing on SIU ships if Seafarers in busy ports would take the jobs as they come off the board, instead of staying around on the beach.

## WSB Gives OK To SUP, MMP On Contracts

Approval of the recent contract negotiated by the Sailors Union of the Pacific has come through from the Wage Stabilization Board in Washington. The government OK covers the wage aspects of the contract only, with the newly-negotiated SUP Welfare Plan still held up.

There are several technicalities which may delay the SUP Welfare Plan for several weeks, but it is expected that it too will win final approval from the government.

The SUP contract provides for increases in wage scales, overtime, penalty time, meal and lodging allowances, and other provisions. The entire contract is retroactive to October 1, 1951.

The Masters, Mates and Pilots, representing all deck officers, announced that they too had won approval of the WSB for their new contract. The agreement provides for wage increases, additional daily vacation payments and other improvements. Like the SUP, the MM&P contract is retroactive to October 1, 1951 and was negotiated during August and September of last year, although the vacation aspect of the agreement was not settled until November, following conclusion of the longshoremen's wildcat strike in the port of New York.

## 'Death of A Tanker'



Pounded viciously by the relentless Atlantic storm the Norwegian tanker Osthav splits in two off the Spanish coast in the Bay of Biscay. Dramatic photos show the forepart (below) going to the bottom of the sea while stern (top) lies helplessly in the surf after being driven aground by winds. A Swedish steamer rescued 34 survivors off the stern section.

## SEAFARERS LOG

Jan. 11, 1952 Vol. XIV, No. 1

As I See It.....	Page 11
Burly.....	Page 21
Crossword Puzzle.....	Page 10
Did You Know.....	Page 16
Editorial.....	Page 11
Inquiring Seafarer.....	Page 10
In The Wake.....	Page 10
Labor Round-up.....	Page 21
Letters.....	Pages 19, 20
Letter Of The Week.....	Page 11
Maritime.....	Page 21
Meet The Seafarer.....	Page 10
On The Job.....	Page 21
Personals.....	Page 23
Ships' Minutes.....	Page 23
Ten Years Ago.....	Page 10
Top Of The News.....	Page 6
Washington News	
Letter.....	Page 4
Welfare Benefits.....	Page 22

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-4671. Entered as second class matter at the Post Office in Brooklyn, N. Y., under the Act of August 24, 1912.

# Seafarers Save Enterprise Crew Deck Class Starts As SIU Launches Training Program



Slightly tipsy to say the least, the Flying Enterprise wallows heavily on her side in the North Atlantic waiting for the British tug "Turmoil" to take her in tow.

Crewmen of the Southland, an SIU ship sailing out of Savannah, played a major role in the now-famous tale of the Flying Enterprise and her skipper when they were Johnny-on-the-spot for rescue operations. The Southland picked up eight crew members and seven passengers who had abandoned ship at the height of a vicious North Atlantic storm which crippled the Enterprise and caused her final sinking. The decision of her skipper to remain with his ship wrote a new chapter in the annals of men against the sea and captured the imagination of millions. Among those rescued by the Southland were two of the vessel's engineers, members of the SIU-affiliated Marine Engineers.

So severe was the storm that the SIU-manned Warhawk, also in the vicinity, had one of its lifeboats swamped and was lucky to be able to get its own crewmembers back on board. The army transport General Greeley also had a lifeboat disabled, and in turn, the lifeboat crew was rescued by the Southland. (Continued on page 14)

also going ahead for engine department classes, which will make use of the engine room facilities aboard SIU-contracted ships while they are in port. The Union is making arrangements with representatives of its contracted companies for use of these ships' facilities.

### Refreshers Later

The course of instruction in the deck department includes handling lifeboats, seamanship, safety practices and requirements for upgrading. It is planned to add a refresher course in seamanship at a later date for men already holding AB and bosun ratings. The stewards department school will cover such subjects as food handling, storage, food preparation, garbage disposal and sanitation.

As announced in the secretary-treasurer's report to the headquarters membership meeting of December 19, the entire training school program will be 100 percent Union operated and financed. Instructors for the three departments will be drawn from the ranks of Seafarers and will be men with long experience and thorough familiarity with the subject matter of the courses.

Thanks to the facilities available in New York Headquarters, and to the operational setup of the training schools, it is expected that the Union will be able to train men at considerably less expense than the cost of similar training in government-maintained schools.

It has been roughly estimated that it will cost the Union about \$50 to upgrade a seaman to AB. Of course, government-maintained schools are financed by taxes whereas the SIU will be supplying skilled seamen for the US merchant fleet at no cost to the taxpayer.

All hands are urged to take advantage of the opportunity offered by the training school to improve their skills and increase their earning powers accordingly. With the demand for skilled seamen running as heavy as it is today, men with ratings in the deck department will find it much easier to secure jobs. This will generally hold true in

(Continued on page 22)

The first of three projected upgrading schools for Seafarers is now operating in Headquarters with the opening of a class for deck department hands. Sessions are now being held both in the Headquarters classroom and aboard ship for the purpose of qualifying men for their AB certificates and other deck ratings.

In addition to the deck department classes, the Seafarers Training School will have facilities for instruction of steward and engine department personnel. The steward's department school, which will get underway in the near future, will have full use of all facilities in the Union-operated cafeteria, galley, butcher shop and bakery. Plans are

## Sea Manpower Parley Called

With the shortage of trained seamen growing severe, the Maritime Administration has invited all AFL sea unions to confer on the problem. The SIU has accepted the invitation and will participate in the conferences which open in Washington the week of January 21.

In his letter of acceptance, Secretary-Treasurer Paul Hall points out that while the manning problem is industry-wide in nature, affecting all classifications aboard

ship, no SIU contracted vessel has ever been delayed for lack of manpower in the unlicensed ratings covered by the Union.

### Can Man All Ships

"We further point out," Hall stated, "that we are in a position now to man any and all vessels which may be contracted to this Union."

The SIU secretary-treasurer suggested that at least part of the manning difficulties which have arisen in the past resulted from allocation of vessels to companies contracted by unions other than the SIU. These vessels have suffered delays in sailing due to the inability of those unions to man the ships. A more realistic allocations program which would take into account the manpower available to the various shipping companies would have averted at least part of these unnecessary delays.

The invitation to the conference came from Vice-Admiral E.

L. Cochrane, Maritime Administrator, who declared that the manning problem threatens to get worse because more ships are being withdrawn from the boneyards by the National Shipping Authority. He is certain that there will be a growing demand for shipping in the coming months and that the present tight manpower situation might suddenly become much worse.

### Steps Fall Short

The admiral stated that steps taken up until now, such as recruiting additional men from shoreside, deferring needed men from the draft, relaxing Coast Guard manning requirements and other measures have fallen short of meeting the need. "Certain legislative measures are also being advocated," he said; "though the processes are necessarily slow and therefore without immediate effect."

Under the circumstances he said, "It is obvious that an expansion of the emergency measures presently employed will not meet manning requirements of even the early future." He is hopeful that a series of meetings with AFL sea unions will help the government come up with a solution to the problem of providing trained manpower for American shipping.

## Results Of A&G Voting For Officers Announced

Officials elected to serve the A&G District in 1952 were announced this week following the District-wide vote tally. The annual election for officials ended on December 31 after 60 days of balloting.

Announcement of the voting results was made by the headquarters tallying committee elected at the headquarters membership meet-

ing of January 2 to count votes cast and prepare a report on the election. The committee's report and complete voting tally will be submitted to the membership meetings of all branches on January 16. Upon approval, the newly-elected officials will assume office at once.

The results show six changes in the ranks of SIU officials as compared with last year's election results. Among them are: Lloyd Gardner, elected assistant secretary-treasurer; Earl Sheppard, chosen Baltimore Port Agent; W. P. Gonsorchik, elected Baltimore Stewards Patrolman; James Sheehan, elected Boston Port Agent; Herman Troxclair as New Orleans Stewards Patrolman; and C. Kimball as Galveston Joint Patrolman. The total vote cast in all ports added up to 4,676.

### 60-day Vote

Voting got underway at all SIU branch halls on November 1 and ran for two months. There were a total of 37 nominees for the 29 elective posts, which include one secretary-treasurer, one assistant secretary-treasurer, three headquarters representatives, nine port agents and fifteen port patrolmen.

The report of the tallying committee is on page six. The election figures begin on page seven of this issue. Special feature on balloting is in center section.

The tallying committee consisted of two men each from deck, engine and stewards departments. In its report the committee states that it

(Continued on page 22)

## Unions Follow SIU Pace In Building Hqs

Only a few weeks old, the SIU headquarters building in New York has already set other unions on the road to revising their facilities. Several unions in the metropolitan area have shown interest in providing similar comforts and conveniences for their members.

One union in New York which has taken steps to construct its own building is Bartenders Local 15. The membership of that union voted to invest part of the union's defense (strike) fund in the union's property.

President Jack Townsend of the union told the membership, "Using defense funds for such a purpose is not a new idea. The Seafarers International Union, AFL, which has a reputation for democratic procedure second to none in the labor movement, recently transferred close to half a million dollars from the strike fund into the general fund so that a building could be bought."

The bartenders union is one of the largest of its kind and embraces bartenders in Manhattan's taverns and restaurants.

## Seafarers Will Crew Up Three More Libertys

Three additional Libertys out of a total of 18 withdrawn from the boneyard have been assigned to SIU-contracted operators. They will be crewed up by Seafarers for companies operating under General Agency Agreements with the government.

The National Shipping Authority announced that with these allocations the total number of ships under the GAA charter is now 469. SIU operators receiving one ship each are the Bloomfield Steamship Co., Mississippi Shipping Co., and South Atlantic Steamship Co. Another ship is going to the Orion Agency and consequently might be assigned to an SIU-contracted shipper operating through that agency.

Most of the ships, 14 in all, are being withdrawn from West Coast boneyards, but two each are coming out of Mobile and Beaumont.



Deck upgrading class gets down to schoolroom work for first time in headquarters classroom under the tutelage of Eddie Parr, who is expounding on the rules of navigation.

## Operas Are Models For Seafarer-Artist



Mario Gonzalez shows off the latest product of his paint brush, a copy of one of the scenes from the opera "Carmen."

According to Winston Churchill, dabbling with paints is the best possible relaxation from the cares and worries of the day's work. That being the case, Seafarer Mario Gonzales has discovered the most pleasant time-killer for off duty hours aboard ship.

Gonzalez, who has never had any kind of formal art training, paints in oils as his hobby. If samples of work he has shown are any criterion, he has a real flare for handling color in vivid and startling hues.

A member of the SIU for the past ten years, Gonzalez has been pursuing this hobby for almost as long as he can remember. He usually does copies of photographs and other illustrations although he has tried his hand at turning out a couple of original paintings. His latest work consists of scenes from popular operas, "Carmen" and "Madam Butterfly" being among those he has done.

Although purely an amateur, Gonzalez has done a little bit of professional work as a sign writer. "I put my hobby to use for the Union too when I lettered strike signs" he recalled. Nor does he have any idea of trying to make a career out of the art work, preferring to make his living as a seaman.

Gonzalez's only complaint is that the high cost of living has hit the art materials field too. "The canvas keeps getting more and more expensive," he said, "and that goes for the brushes and paints too."

## SIU Cannery Workers Seek Higher Tuna Tariff

Steps to protect America's tuna fishing industry from a flood of cheap Japanese imports have been taken by the SIU-affiliated Cannery Workers & Fishermen's Union. The Union is appealing to organized labor to help it in its fight for equalizing tariff on all types of canned tuna, and for removing tuna from the coverage of the Icelandic agreement.

The Cannery Workers point out that the tariff for tuna packed in brine is far less than tuna canned in oil. As a result, brine-packed tuna is being widely distributed at a price with which American fishermen could not compete.

The SIU, acting in support of the affiliated cannery workers, has written to President Truman asking him to take the necessary steps to have tuna removed from the scope of the Icelandic agreement, and to promote legislation designed to protect the American tuna fish industry.

## Get That Port Time Discharge

Seafarers on the payroll of a ship while in port should make sure to get discharges from the skipper for port time as well as for the time spent at sea.

Failure to get such discharges will mean that the Seafarer won't be able to get credit for the port time toward his vacation money. This could mean that a man would lose out on some of the vacation dough. Such being the case, every Seafarer owes it to himself to get a discharge for port time worked.

## Bunker Lack Held Threat To Shipping

The latest shortage to plague shipping out of the East Coast is in bunker oil. At least one coal ship to Europe has been held up for several days, and others may be delayed in the coming weeks because of a lack of sufficient crude oil for the ships' engines.

Government officials say that there are several reasons for the shortage, among them being the heavy demands from Korea, the rapid growth in the size of the world's merchant fleets, and a greater industrial demand for lighter grades of fuel oil which has caused oil companies to concentrate on their output. The closing of the giant Abadan refinery in the Persian gulf is a contributing factor.

Should the current tight situation get worse during the cold weather months, which is possible, it could mean a cutback in the shipment of ECA coal and grain cargoes in Europe. This in turn would have serious repercussions on Europe's economy.

Basically, the oil problem arises out of the fact that many ships have been broken out of the bonnyard in recent months. As ships are sent to sea, more tankers are needed to supply them, and right now there is a shortage of tankers.

The ECA cargoes would tend to be the chief sufferers in the event of a severe shortage as steamship companies would not be expected to divert fuel oil from their regular operations to the Government's ships.

## No Christmas Snowman in Savannah



Christmas in the Savannah SIU hall had everything except the snowman as these happy faces attending the Union Christmas party will attest. The affair was held on December 21 to give all those on the beach a chance to attend and then to get away to visit their families for Christmas Day proper.

## SIU NEWSLETTER from WASHINGTON

Another booming year for the U. S. merchant marine is expected during 1952. Maritime jobs will be plentiful and the U. S. Government will continue to pour some expenditure into development of the fleet, particularly via the rearmament program.

In the next month or two, maritime employment will reach new peaks.

A big war could change this picture, and your guess on that is as good as anyone's. However, in the absence of an all-out conflict, the nation's merchant marine will be busily engaged during the coming New Year in hauling materials and supplies for the rehabilitation and rearmament of European nations participating in the North Atlantic Treaty Organization (NATO). The trans-Pacific ships under the American flag, and those trading to South American nations, will be less heavily engaged.

Not too much change is expected in the financial plight of those lines trading coastwise and intercoastally, with transcontinental railroad competition and Interstate Commerce Commission inactivity continuing to loom as the dark clouds.

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Many thousands of American seamen operating on vessels owned by the Government and managed by agents for account of the National Shipping Authority will be directly affected by a bill (H. R. 3974) now resting in the House Merchant Marine Committee. The bill will be the subject of lively hearings within the next few months.

The primary purpose of the measure is to specify that, although the large group of seamen sailing on the Government-owned ships shall be deemed to be Government employees during that service, that they nevertheless will not be deprived, by reason of such status, of the enjoyment of their customary rights, benefits and privileges in connection with the usual private employment.

The bill is being sponsored, among the Government agencies, by the Department of Commerce (Maritime Administration), and the reason this agency wants masters, officers and seamen to be "Government employees" while serving on the NSA vessels, is to accord to them the right of sovereign immunity in United States and foreign ports.

Although Congress is expected to pass the legislation and thereby preserve the private rights of seamen, considerable trouble will develop on the proposed legislation before final Congressional action. For instance, one provision in the bill would provide that State Unemployment Insurance coverage shall be made retroactive to March, 1951, and the Commerce Department will take the position that this is impracticable, particularly in those States requiring contributions from employees to be deducted from wages.

Most of the interested Government agencies will go along with the idea that seamen, in shifting from private to Federal employment, should be assured of unemployment insurance protection and will support this principle before Congress.

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The extent to which this Government will actively support the maintenance of American flag passenger services in the foreign trades will be made known within the next few months. All those interested in the continued development of the merchant fleet are looking forward with much interest to the final outcome of current probes by the Federal Maritime Board, involving operations of some five companies.

The actual future existence of some of these services could well be at stake. Specifically, the Government, at the insistence of the General Accounting Office (watchdog of the public purse) is reviewing the extent to which the following American flag services are, and have been since January, 1947, subject to substantial foreign-flag competition, and the extent to which they are entitled to continue to receive Government aid:

(1)—American President Lines' trans-Pacific service from California to Far East, involving the operation of passenger vessels; (2)—Mississippi Shipping Company's combination passenger-cargo ship operation between U. S. Gulf and East Coast of South America; (3)—Mississippi's service between U. S. Gulf and West Coast of Africa; (4)—Grace Line's operation of passenger-cargo ships between U. S. Atlantic and West Coast of South America; and (5)—Farrell Line's combination passenger-cargo ship service between U. S. Atlantic and South and East Africa.

In effect, the GAO has expressed doubt as to whether sufficient foreign-flag competition exists of the kind to warrant the continuation of the above American flag services under Government aid. However, your reporter believes that the Federal Maritime Board, upon completion of its study, will find that a combination of circumstances involving foreign-flag competition (such as foreign-flag cruise and foreign-flag freighter competition) is sufficient to warrant the continuation of the present U. S. Government aid being extended to the American operators.

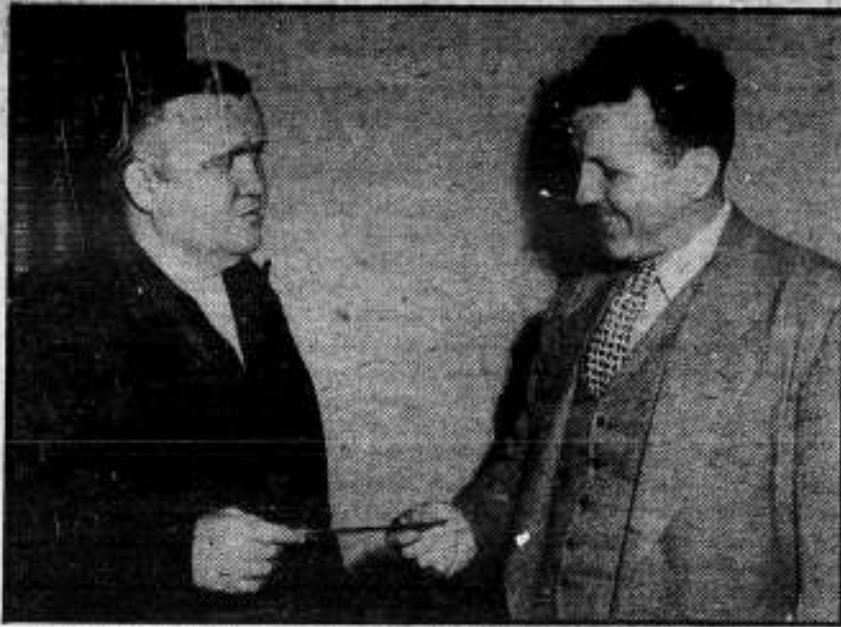
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If some elements in Congress proposed complete elimination of all restrictions upon compulsory unionism in the maritime industry, look for Senator Taft, Ohio, Republican Presidential candidate, to fight again for enactment of legislation to regulate the internal affairs of labor organizations.

Although Taft takes the position that maritime employers, as a practical matter, cannot exercise the right to reject seamen sent to their ships by the union, a majority in Congress undoubtedly will rule, and pass legislation, recognizing that the union-operated maritime hiring hall is the best means yet advised to man merchant ships.

Your SIU Washington Reporter

**\$500 Boost for Insurance Strike**



SIU membership-authorized \$500 strike aid for AFL Insurance Agents on strike against Prudential Co. since December 1 is turned over by Secretary-Treasurer Paul Hall (l.) to Frank H. Booth, Brooklyn Local 19, member of the strikers' negotiating committee. Happily accepting the check, Booth asserted "It will sure help to keep us going. It's terrific to see how many friends we have. Our membership is determined and is becoming more determined to win as the strike continues."

**Death Benefit Saves Widow From Eviction**

The widow of a Seafarer who faced eviction at Christmas-time with her four small children has been bailed out by a \$2,500 death benefit check from the SIU Welfare Fund.

The death of Seafarer John Mikolajunas on December 13 left his wife, Anna, destitute. She owed four months rent for their apartment. Grocery bills and other debts were piling up. To top things off, a dispossession notice was received from the landlord ordering the family to move out the day after Christmas. The timely payment of the death benefit made it possible for her to settle outstanding bills and keep her apartment.

"Believe me," she said, "I didn't know where to turn until the SIU Welfare Fund representative got in touch with me. It's a good thing that the benefit came through when it did, otherwise I don't know what I would have done to get out of the fix I was in."

Mrs. Mikolajunas still isn't out of the woods, as she has the problem of what to do about securing maintenance for herself and her four children. Nevertheless the funds from the death benefit are assurance that she will be able to shelter herself and her children and meet their needs in the immediate future.

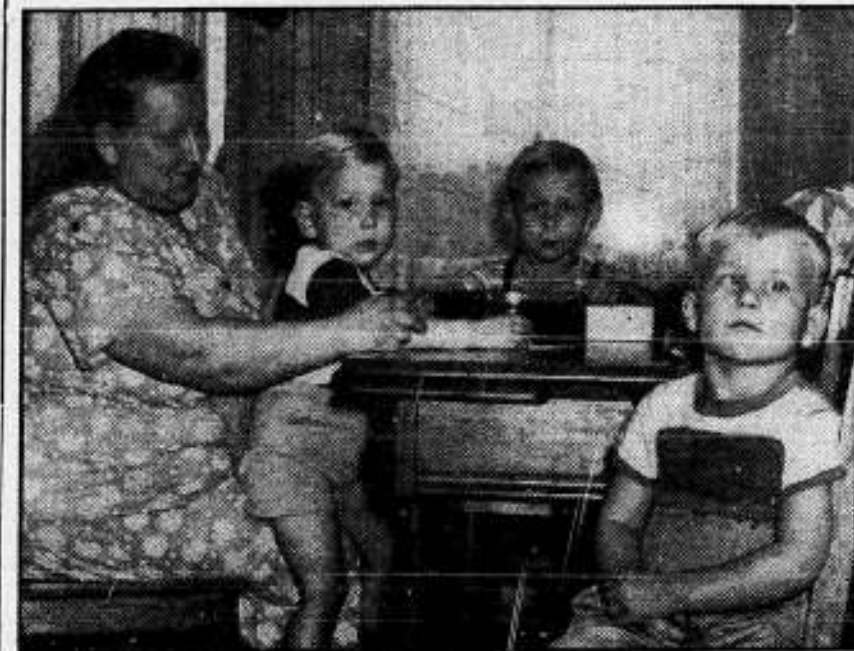
Mikolajunas, who was only 32 years old at the time of his death, had been a member of the SIU for the past ten years, joining up in New York on December 4, 1941. The children he left behind range in age from two to seven; the oldest being the girl, Carol and the others, all boys—Michael, six; John Paul, Jr., four; and Anthony, two.

"My husband liked the seaman's life" she said. "He always used to say that the sea was in his blood and he couldn't do any other kind of work."

"I hope you can continue to send me the LOG because my husband was always proud of his SIU membership and I would enjoy keeping in touch with the Union he was a member of for ten years."

An SIU headquarters official said that because of situations like this one, additional stress will be placed on the plight of widows and children of Seafarers when contract negotiations are reopened in the fall.

Any Seafarers who wish to help out in this unfortunate case can send their donations into headquarters. An official Union receipt will be issued by Headquarters for such donations.



The widow of Seafarer John Mikolajunas holds Anthony (two), on her lap as Michael (six), and John, Jr., (four) look on. Carol, the oldest, was not at home at the time.

**SIU Seamen Victimized By Red China Extortion**

Chinese seamen sailing with the SIU's Canadian District have been caught up in the ransom squeeze devised by Red China's government. Several men have received pleading letters from family members in China asking for money to save them from prison and torture.

A Chinese cook on a west coast ship told a Canadian district patrolman in Vancouver that he has been receiving such letters from his brother and sister-in-law asking him to send large sums of money to save their lives. Other Chinese seamen have reported similar experiences.

Many of them have been paying this kind of blackmail to the Red Chinese government to save their relatives from an unkind fate at the hands of the Chinese Communists. Others have reported that property they owned back home in China has been confiscated and their homes have been looted, supposedly for payment of taxes. The Chinese are appealing to the Canadian government to try to do something to stop this racket

**Crews To Be Polled On '52 Pact**

Crews of SIU ships around the world will soon take a hand in formulating 1952 contract demands through a survey of the membership's opinions which has just gotten underway. Beginning today, the SIU is mailing copies of the present contract, plus suggestion forms and return envelopes to every ship under SIU contract.

The purpose of the survey is to prepare the Union fully for contract negotiations when they get underway in July. The survey will enable the Union to find out just what points of the contract the crews think should be improved.

As the communication to all ship's delegates puts it, "The SIU . . . has at all times enjoyed the best agreement in the maritime industry. This does not mean, however, that we can be satisfied with present conditions. Therefore, if Headquarters receives from each department aboard each ship ideas as to contract negotiations, your Headquarters Negotiating Committee shall then be able to improve the present agreement."

**Three Copies**

To make sure that all departments will get in on the survey, three copies of each item will be sent to the ships, one each for the delegates of the deck, engine and stewards departments respectively. The envelopes will contain the proper type of contract for the ship in question, that is, ships covered by the general agreement will get copies of that contract, tankers will be sent the tanker agreement, and so on.

Delegates will then have an opportunity to go over the present contract thoroughly with the members of their respective departments. Suggestions can then be taken up and opinions that the department members have as to contract proposals can be put on the suggestion forms and mailed back to headquarters in the self-addressed return envelopes.

In this way, the Union will have a good solid cross-section of membership opinion on the contract and will be able to formulate de-

mands to be presented to ship-owners accordingly. While the present agreement does not expire until September 30, negotiations will open 60 days before that, or on July 30, and the Union intends to enter negotiations fully prepared.

The Union welcomes all serious and practical suggestions as to shipboard improvements, changes in working rules, and all other matters which fall within the scope of the agreement.

**12-Day Trip With CS Nets OS Tidy Total**

Further evidence that Cities Service has the best tanker conditions in maritime is contained in the pay voucher of Seafarer Bernard Kimberly. Sailing as an OS on the Government Camp, Kimberly collected a total of \$206.54 before taxes, for a 12-day voyage from December 15 to December 27, 1951.

Kimberly's jackpot breaks down to \$93.81 in base pay, \$7.50 in clothing allowance and \$105.23 in overtime. This covers a period in which only one set of Cities Serv-

ice clarifications was in effect. The Union recently reached agreement on a second set of clarifications which will add still more in the way of overtime provisions for men sailing the company's ships. Nor are these contract changes complete yet, as discussions will get underway shortly for further revisions in working rules.

CS ships are right up there too with the feeding, Kimberly said. He had high praise for the Government Camp's steward, who, he said, put out a very fine Christmas dinner, and kept the boys well stoked up throughout the voyage.

"As far as I am concerned," Kimberly declared, "I'll take a Cities Service ship any time it comes along. Some of the fellows who knew what it was like before the SIU came along might be a little suspicious about sailing these ships. I can assure them that conditions are right up there with all other ships under contract to the SIU."

**Waterman Seeks New OK To Serve 'Coastal Trade'**

Seeking to further its long-range plan for intercoastal trade on "a fully-rounded basis," the Waterman Steamship Company has applied for government permission to revise its operating authority to run to ports north of Baltimore, to and from the West Coast.

The SIU-contracted company already has been granted the okay of the Interstate Commerce Commission, through its subsidiary, Pan-Atlantic Steamship, to resume service between Galveston, Texas, and Atlantic coast ports. Waterman is now restricted from serving ports north of Baltimore in intercoastal traffic.

It dropped a request for unrestricted authority in July, 1950, because of problems imposed by the Korean war which broke out a month earlier. The company now wants to carry all commodities eastbound from the Pacific coast to Eastern seaboard points north of the Maryland metropolis and westbound between all the Atlantic and west coast ports it now serves. This, the Waterman petition asserts, would permit greater economy in operations and "more fully establish its service on a secure and permanent basis."

**US May Convert Cargo Vessels, Build Tankers**

Stirrings of activity in planning ship construction to help meet future needs are reportedly underway in the Maritime Administration. Included among plans under consideration are the conversion of existing government ships into high speed bulk cargo carriers.

These plans are conditioned by the fact that the government expects heavy movements of coal, grain and other bulk commodities to continue for the next few years.

In addition to this program, and the completion of new Mariner class ships now being held up for lack of steel, the Maritime Administration would like to get started on a tanker building program. The need for additional tankers is especially acute with a world-wide shortage of these vessels now existing.

One of the steps that would be taken in the conversion program for existing Liberty and Victory ships would be to provide them with larger hatches so that mechanical unloading devices could be used to speed turnaround of coal and grain ships.

Also under consideration is the possible construction of a new type of troop carrier that could be converted for commercial passenger service when the current emergency is over.

**Foul-ups Warned: Keep Out!**

The SIU membership is proud of its Union as a group of hard-working responsible Seafarers who know the importance of doing their job well in order to protect their contract gains and safeguard themselves on the job.

The membership has long been on record to weed out the small minority of pilferers, junkies, performers and other undesirables. We cannot tolerate these disrupters aboard our ships, nor can we permit them to drag down the good name and reputation of our Union.

With the many newcomers entering the shipping industry today, Seafarers must be vigilant to detect and expose irresponsible characters who think that they can get by on SIU-ships with these undesirables' practices. We hereby serve notice that charges will be placed and severe penalties will be imposed and all men guilty of performing on the job, or having marijuana or other narcotics in their possession on board an SIU ship or in the vicinity of an SIU hall.

## AFL Trounces Bridges' Union In Two Votings

San Francisco—The Harry Bridges machine, still reeling from the effects of the election defeat suffered in his home local, took two more whacks on the chin from the AFL. The International Chemical Workers Union (AFL) soundly trounced the International Longshoremen's and Warehousemen's Union when Bridges boys tried to move in on several industrial plants.

At McFarland in the San Joaquin Valley, the Chemical Workers won a collective bargaining election at the Camp and Felder Compress Company. The second AFL victory came by a resounding margin in the California Compress Company plant in Fresno.

Bridges' organizers started their move into Fresno and Kern counties following similar licks in plants in Stockton, San Francisco and Los Angeles. Following the loss of an election at Montgomery Ward in Stockton to AFL Warehouse Local 12, ILWU organizers showed up in Bakersfield putting in jurisdictional claims. They put themselves on the ballot in the Phillips Foundry election in opposition to the AFL Metal Trades Council. Results of the voting are still pending.

The Local 10 longshoremen in San Francisco administered a solid rebuff to Bridges, one of its own members, when for the second year in a row a Bridges-backed slate was defeated in local union elections.

## Tanker Rammed, Dorothy Unhurt

No injuries were reported following a collision in Delaware Bay involving the Bull Line freighter Dorothy and the Tidewater Oil Company's tanker Tydol Flying A during a heavy fog.

The collision impact touched off a flash fire on the tanker, which suffered a gash in her plates above the water line. Quick work on the flames extinguished the blaze and both ships anchored inshore to await better weather. The Dorothy was not reported as sustaining damage.

## Tallying Committee's Report

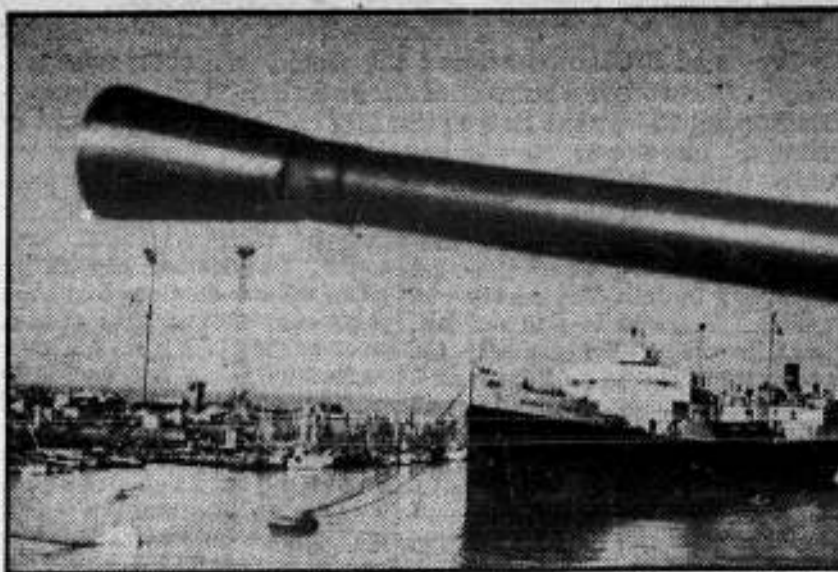
We, the undersigned Tally Committee, duly elected at the regular business meeting of Jan. 3, 1952, at Headquarters, submit the following report and recommendations:

All used ballots from all Ports were counted and the correct tally is submitted herein. An asterisk is placed besides the names of the candidates that were elected to office. The ballots used and unused in each Port were checked and the correct check is submitted herein.

It is to be pointed out to the membership that this Committee, upon checking various Ports' tally sheets, found that all reports submitted by all out-ports committees were correct and in nearly every case checked exactly with the New York Headquarters Committee's final tallies. In a few isolated instances where the findings of the various committees differ, the differences were slight and made

Argys Gray Campbell  
Book Number, 28491  
Charles W. Palmer  
Book Number, 34610

## "Big Stick" Keeps Suez Peace



Merchant ships in Port Said dock under the shadow of British Navy guns, as tension between British and Egypt continues. Heavily armed British troops and naval vessels are keeping watch throughout the zone and in surrounding waters to protect all shipping.

## CG Whittles Sea Rules To Ease Crew Shortages

With skilled seamen hard to find, the Coast Guard is looking the other way as far as manning regulations for merchant ships are concerned. The regulations have been drastically relaxed, practically down to the level of World War II.

At least 43 ships have been held up on the Atlantic coast in the last couple of months because of a lack of ratings or licensed personnel, none of them SIU ships. Consequently, new emergency rules have been issued covering officers, unlicensed seamen, alien ratings and men seeking seamen's papers. For example, the Coast Guard is permitting deck and engine officers to sail one grade higher than their license permits. It is also renewing lapsed licenses on the basis of a quick once-over of the licensee, and is allowing aliens with foreign officers licenses to sail on US ships. In addition, a large number of men who never went to sea before are being permitted to sail after receiving security clearances.

**Appeal To Oldsters**  
At the same time, the government is conducting regular appeals to men who left the sea after World War II, asking them to come back to maritime and man the ships. The difficulty arises in that few men are willing to throw up their shoreside jobs for an uncertain future in maritime. Attempts are being made to secure legislation which would guarantee reemployment rights on shore jobs for such men. If this could be done the government is pretty confident that it could lure large numbers of men away from their shoreside

jobs for the duration of the current shipping emergency.

Former deck officers and engineers who want to renew their licenses have found that they can do so by passing a relatively simple written examination. In many cases these men have renewed their licenses by mail.

## Coal To Europe In '52 To Total 34 Million Tons

Far from slowing down, US exports of coal to Europe are expected to increase in 1952 over the previous year. Approximately 34 million tons of coal will be sent to Europe this year as against the 26½ million ton total which went out of US ports in 1951.

While coal export is expected to taper off after this year, all indications are that the European coal shortage will persist at least through 1956 at which time it will amount to about 20 million tons annually. AM of this, of course, will not come from US sources.

The expected coal deficit in Europe is based on anticipation of further increases in industrial production every year.

## Top of the News

**HIGH COST OF SHOOTING**—In the next three years ending July, 1954, the United States and Western European countries are expected to spend \$66½ billion on military expenditure in Europe alone, a good part of which will come from the US. Some idea of the problem ahead can be gained from the fact that it costs five times as much to outfit an infantry division today as it did in World War II. A wartime division then cost \$19 million to equip. Today the figure is \$91 million. An armored division is more than seven times as expensive and a single B-36 plane costs 3½ million dollars as against the \$680,000 for a B-29 of World War II vintage.

**WORLD'S BIGGEST JUNKHEAP**—If you are worrying that your old jalopy is about to fall apart, don't think your plight is unusual. More than three million autos were hauled off by the junkies in 1951, which makes it the largest mass destruction of cars on record. With all that, there are still 18 million cars on the road that are ten years old or more, proving that old autos die hard. With scrap metal in high demand, it is expected that a considerable number of old car owners will let their sentiment melt at the sight of hard cash from the junkyard.

**MARSHALL PLAN IS HISTORY**—The ECA, more popularly known as the Marshall Plan, passed out of existence at midnight, December 31, 1951, after 3½ years of aid to Europe. It has been replaced by the Mutual Security Agency which is in charge of both economic and military assistance to Europe.

The Plan was first suggested by General George Marshall (then Secretary of State) in a speech at Harvard University on June 5, 1947 and went into effect in March of the next year, as an economic aid program. Few people remember that all of the Iron Curtain countries were invited to participate in the plan. Several of them, including Poland, Czechoslovakia and Yugoslavia expressed keen interest, only to change their minds when Russia blasted the program. That was the open declaration of the "cold war" as we now know it.

**ORGANIZED DOGNAPPING**—The Atomic Energy Commission admits that it has been paying as high as \$35 apiece for "bootlegged" dogs that are used for research purposes in its Brookhaven plant and at the University of Rochester. With several hundred thousand unwanted dogs being put to death every year in city pounds, the AEC is trying to work out arrangements to secure these dogs instead of buying "strays." The animals are used to help determine the effects of radiation and bacteriological warfare on human beings.

**A BRIEF MESSAGE FROM THE SPONSOR**—Republican and Democratic conventions which will be held next July in Chicago will be televised courtesy of two commercial sponsors. The cost of the program coverage will run pretty high, from two to 3½ million dollars. Evidently the sponsors believe that housewives will rush out and buy a new refrigerator after the program for no other reason than to put some of the politicians in a deep freeze. They are counting on an audience of 18 million television sets to exercise a profound influence on the voters' choices both at the polls and in the appliance stores.

**KEFAUVER FOR PRESIDENT**—President Truman, who has thus far declined to say whether or not he will run again, may soon be smoked out by the growing boom for Senator Estes Kefauver of Tennessee. Ohio Democrats have informed the President that unless he lets them know where he stands by February 6, they will file on behalf of Senator Kefauver in that state's primary. The Tennessee Senator is actively campaigning for delegates in several other states. Democrats figure that Kefauver, who "starred" as chairman of the Senate Crime Investigating Committee, would be a very popular candidate. More than that, he would offset Republican plans to campaign against corruption and crime in government, as he has been a leader of the anti-crime movement.

**KOREAN PROGRESS REPORT**—With Korean truce talks in their sixth month here's how things shape up to date (subject to change without notice). First, a truce line running across the peninsula has been agreed on. While there have been many local attacks since the line was set, no important changes have taken place and the line is likely to stand up when and if final settlement is agreed on. Second, both sides have accepted the principle of inspection by a neutral nation to enforce the truce, and to assure against a buildup of military force over and above truce levels. Third, both sides have exchanged prisoner lists. Still to be settled are the important questions of how the truce inspection system will work, and what will be done with the prisoners. Beyond that is the long-range problem of a permanent settlement. At the current rate of negotiations it will be many weeks, or even months, before an armistice is finally agreed on.

**DICK TRACY ESTABLISHES A BEACHHEAD**—British school-teachers are on the warpath against US comic books. They claim that the publications have damaging effects on young people "morally and culturally" and are trying to get the government to ban them. Conferences have been held between the teachers and Scotland Yard, with the latter agency politely informing the indignant schoolmasters that they only have rights to seize obscene literature. Actually most of the comic books do not come directly from the United States, but are imported via continental Europe.

**NEW GOLD DISCOVERY**—Stung by hot and heavy criticism, the Internal Revenue Bureau is putting the heat on gamblers, racketeers and other gentry who have been absent-minded when it came to paying taxes on their incomes. Internal Revenue Commissioner John B. Dunlap reports that an eight-month drive by Treasury agents has smoked out \$27,360,000 in unpaid taxes with more to come. A special 2,300-man racket squad is handling the drive.

Raffaello Garofalo  
Book Number, 7352  
A. E. Anderson  
Book Number, 47417

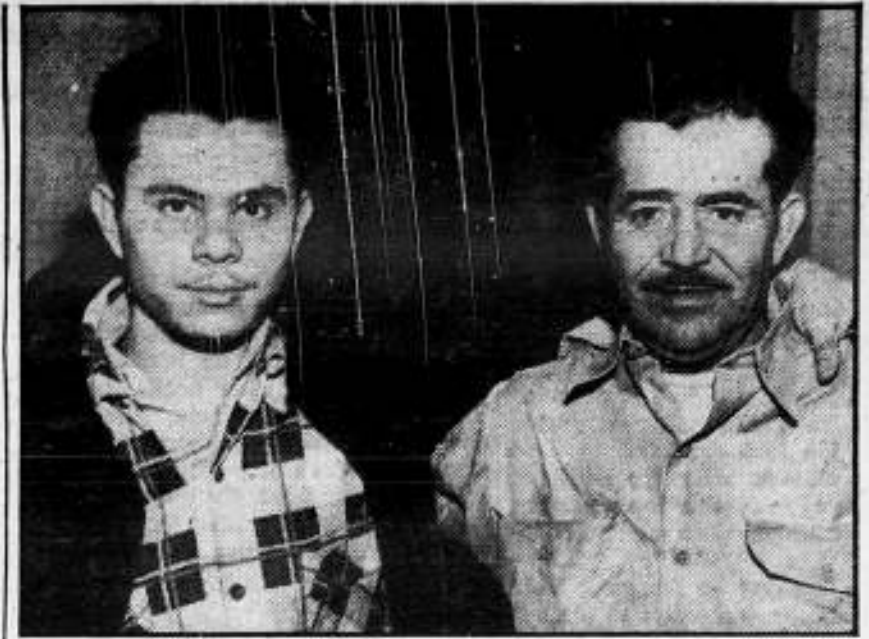
Alonzo M. Milefski  
Book Number, 48345  
Pat McCann  
Book Number, 20273

# Complete Tabulation Of Vote In A & G Election For Officials

Candidates with an asterisk (\*) after their totals are those who were elected.

	Bos	NY	Phi	Bal	Nor	Sav	Tam	Mob	No	Galv	SF	Wll	Sea	Total
<b>Secretary-Treasurer</b>														
P. Hall, 190.....	103	1399	228	676	169	89	103	456	972	129	64	84	41	4513*
No Votes.....	13	109	1	3	4	5	0	2	4	0	1	3	0	145
Voids.....	0	7	0	0	0	0	0	0	0	1	1	0	0	9
Write Ins.....	0	6	0	0	0	2	0	0	0	0	1	0	0	9
Sub-Total.....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Asst. Sec.-Treas.</b>														
L. Gardner, 3697..	94	1277	218	649	157	89	98	426	940	127	63	79	41	4258*
No Votes.....	22	232	11	30	16	6	5	32	33	2	2	8	0	399
Voids.....	0	9	0	0	0	0	0	0	0	1	1	0	0	11
Write Ins.....	0	3	0	0	0	1	0	0	3	0	1	0	0	8
Sub-Total.....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Hdqs. Representatives (3)</b>														
J. Algina, 1320...	95	1172	219	627	135	83	99	400	841	122	61	75	40	3969*
R. Matthews, 154..	83	1216	203	595	143	82	95	406	870	125	54	70	36	3978*
J. Volpian, 56....	78	1076	210	567	126	80	97	391	804	120	54	67	36	3706*
No Votes.....	92	1061	55	239	115	43	18	177	412	20	29	49	11	2321
Voids.....	0	32	0	9	0	0	0	0	1	3	3	0	0	48
Write Ins.....	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Sub-Total.....	348	4563	687	2037	519	288	309	1374	2928	390	201	261	123	14,028
<b>Boston Agent</b>														
E. Dakin, 180....	51	313	29	101	25	12	0	27	121	15	13	19	3	729
T. Fleming, 3821..	16	233	12	89	13	12	1	13	72	6	5	10	1	483
J. Sheehan, 306..	48	729	179	444	132	68	101	17	721	100	38	49	37	2963*
No Votes.....	1	232	9	40	3	4	1	98	44	266	11	9	0	458
Voids.....	0	14	0	5	0	0	0	3	18	3	0	0	0	43
Write Ins.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total.....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>New York Deck Patrolman (2)</b>														
L. Goffin, 4526...	87	1123	210	555	140	85	92	381	793	125	54	68	38	3751*
G. Ruf, 23724....	82	1125	195	533	142	77	97	375	789	120	58	72	38	3703*
No Votes.....	63	775	53	260	64	30	17	160	370	13	20	34	6	1865
Voids.....	0	16	0	10	0	0	0	0	0	2	2	0	0	30
Write Ins.....	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Sub-Total.....	232	3042	458	1358	346	192	206	916	1952	260	134	174	82	9352
<b>New York Engine Patrolman (2)</b>														
T. Babkowski, 7391	53	802	176	396	121	66	96	323	727	95	39	52	29	2975*
E. Eriksen, 50495..	52	534	67	198	40	24	3	38	192	20	22	26	16	1232
C. Simmons, 368..	74	946	190	563	150	85	102	341	852	105	45	66	33	3552*
No Votes.....	53	734	25	195	35	17	5	211	177	40	16	30	4	1542
Voids.....	0	24	0	6	0	0	0	3	4	0	12	0	0	49
Write Ins.....	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Sub-Total.....	232	3042	458	1358	346	192	206	916	1952	260	134	174	82	9352
<b>New York Stewards Patrolman (2)</b>														
H. Guinier, 478..	86	1130	215	544	156	82	89	393	791	124	51	70	35	3766*
F. Stewart, 4935..	78	1200	213	575	145	87	93	393	796	125	53	74	41	3873*
No Votes.....	68	688	30	230	45	23	24	130	364	9	27	30	6	1674
Voids.....	0	20	0	9	0	0	0	0	0	2	2	0	0	33
Write Ins.....	0	4	0	0	0	0	0	0	1	0	1	0	0	6
Sub-Total.....	232	3042	458	1358	346	192	206	916	1952	260	134	174	82	9352
<b>Philadelphia Agent</b>														
S. Cardullo, 24599	94	1293	223	636	166	90	100	388	867	126	57	79	40	4159*
No Votes.....	22	215	4	40	7	6	3	70	109	3	5	8	1	493
Voids.....	0	12	0	3	0	0	0	0	0	1	1	0	0	17
Write Ins.....	0	1	2	0	0	0	0	0	0	0	4	0	0	7
Sub-Total.....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Baltimore Agent</b>														
E. Sheppard, 203	93	1319	220	674	163	89	100	445	930	128	64	79	41	4345*
No Votes.....	23	167	7	5	10	7	3	13	45	1	1	8	0	290
Voids.....	0	34	2	0	0	0	0	0	0	1	1	0	0	38
Write Ins.....	0	1	0	0	0	0	0	0	1	0	1	0	0	3
Sub-Total.....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676

(Continued on page 14)



Two out of nine, Frank (left), and Jose Reyes pose on behalf of their seven other brothers who sail with the SIU.

## Nine Brothers Claim Biggest SIU Family

The word "brother" was never better applied to Seafarers than in the Reyes family. This extraordinary group consists of nine brothers who sail SIU ships, to say nothing of 11 other brothers and sisters still living out of a family of 24 children.

Genealogical data on the Reyes family was supplied by the oldest brother Jose Reyes, 41, a crewman on the Dorothy, and the youngest one sailing under the SIU, Frank Reyes, who is a veteran of five years at sea at 21. In order of age, the other seven Seafarers are: Jose C. Reyes, Calmero, Luis, Federico, Conrado, Rafael and Mike. There are seven other brothers and four sisters not accounted for in this tally, all of whom are children of Mr. and Mrs. Federico Reyes. Mike Reyes will be put out of circulation soon as he is going into the Army.

The Reyes family originally came from Puerto Rico, but all the Seafaring brothers now live in New York. Jose was the first to go to sea, at the tender age of 11. He sailed a few years on old two-masted and four-masted lumber schooners which ran from Jacksonville, Fla. to San Juan carrying railroad ties. In the mid twenties he switched over to steam freighters and has been sailing them ever since as AB and bosun. Jose is a veteran union man, having been a member of the old ISU. He joined the Seafarers Union in 1938 when it was first organized.

Jose was responsible for the rest of the brothers going to sea, all

of them following in his footsteps in succession as they grew old enough.

**Govt Split 'em**  
During World War II an attempt was made to have all the brothers who were then seamen, sail together on the same ship. The plan was vetoed by the War Shipping Administration as too risky, particularly in the light of the loss of the four Sullivan brothers on a Navy vessel.

The Reyes brothers had their share of wartime experiences nevertheless. Jose C. Reyes, second in age, was one of those aboard the ill-fated Robin Moor, first American merchant ship to be sunk by German U-boats during World War II. He spent 19 days in a lifeboat before rescuers picked him up. Jose Reyes, the oldest, has three fingers missing on one hand, the result of machine gun attack by aircraft on the run to Murmansk.

While none of the Reyes has come near to duplicating their parents in size of family, there are more grandchildren in the third generation than they can count. Jose C. Reyes is the leader with seven children. There is just one great-grandchild to date, but as Jose put it, "My brother Jose C. has several daughters approaching marriagable age and they'll be some more before long."

## Cartoon History Of The SIU

A Leader Arises

No. 2



Out of the foc'sles emerged the early leaders of seamen, chief among them Andrew Furuseth, a young Scandinavian, who devoted himself to amalgamation of two existing unions into one organization, the Sailors Union of the Pacific. His pioneering laid the keel for today's powerful Seafarers Union.



Seamen met then on pier heads, quay sides or in back rooms. Folsom Street Wharf in San Francisco was headquarters for Furuseth. Buoyed by his famous slogan "tomorrow is also a day" seamen held fast in the face of difficulties with Furuseth at their head as acknowledged leader.



Andy is dead, his ashes scattered at sea, but his works live on. A monument erected by seamen in his memory stands at the foot of San Francisco's Market Street, but more symbolic than this is the strength of the unions he founded. Today we have the "tomorrow" for which he fought.

# PORT REPORTS

## Philadelphia:

### Agent Spends Holiday Digging Replacements

With a lot of coal ships going out of this port things have been booming in Philadelphia in every respect except in the number of rated men. We had expected to have plenty of men after the holidays, but when the celebration was over, all we could muster was 31 bookmen.

This was enough for us to hold our first branch meeting in the last six weeks, but made it tough for us to get the necessary replacements as well as supply the three ships we had crewing up the day before Christmas.

We spent the best part of Christmas Day rounding up nine replacements for a Cities Service tanker. We had to raid a couple of Christmas parties before we could turn the trick.

#### Tales Of The Deep

We have a constant visitor to the hall now due to the fact that one of the local Bistros changed hands and laid off Reds Healey who was manager for the old owner. Reds can be seen here every day with a crowd of younger men around him, mouths wide open in awe, as he unfolds a tall tale of the briny deep.

Also on our shipping list looking for a run to Italy is former middleweight tender Roxie Foregone.



Foregone

Roxie, who has fought such outstanding middleweights as Jimmy Jones, Frank Battagni, Walter Woods, Coley Welch, Frankie Caras and Babe Risko says none of those ring battles was as tough as crossing the North Atlantic in the winter aboard an empty Liberty.

Roxie campaigned in the middleweight class for ten years, 1932 to 1942. After retiring from the ring he promoted fight shows in Allentown, Pa., but then got restless and decided to go to sea. From all reports, he is just as good a shipmate as he was a fighter. His last trip to Italy was aboard the David Starr Jordan of the Mississippi Steamship Co.

That's about all from this fair city for now, and in closing we would like to wish the entire membership a Happy New Year.

A. S. Cardullo  
Philadelphia Port Agent



## Wilmington:

### Quick Heave-No Given Shipboard Performers

After the terrific load of shipping we had earlier in December things dropped off considerably in this port. There were no payoffs or sign-ons, but we had a few in-transits which took some men off the beach.

Our in-transits were the Israel Putnam and Yaka (Waterman); Calmar, Portmar (Calmar); Clearwater Victory, Las Vegas Victory and Steel Apprentice (Isthmian); Republic (Trafalgar); and Barbara Fritchle (Liberty).

I had a little trouble with three performers on the Yaka whom I had to remove off the ship. These foul-ups, all in the stewards department, were drinking continuously, falling to turn to, and causing difficulty on the entire ship. They had the idea that because of the manpower shortage they could not be replaced. I changed that

attitude, but fast. Shortage or not, we want to keep those SIU ships as clean and shipshape as they ever were.

There were a few minor beefs aboard the Israel Putnam which were straightened out. The company agreed to put on additional stores to cover all her needs.

Otherwise things have quieted down after the holidays which were full of cheer. The weather has turned colder than Stanford U. after the shellacking they took in the Rose Bowl game, New Year's Day.

Sam Cohen  
Wilmington Port Agent



## Baltimore:

### Ships Moving, But City May Hoof It

Shipping is still jumping and jiving in the Port of Baltimore, so much so that we are doing even better than in the past few weeks, which were very good indeed. Since the last report we have had 22 ships pay off, 18 sign on and several ships making our port in transit.

Considering this great big chunk of shipping we have had little trouble as the delegates have been doing a very good job on these ships.

Our brothers in Baltimore are enthused over all the reports they have been receiving about the new Headquarters building in New York. Naturally they are all anxious to see similar buildings in all major ports with comparable type of facilities. At our last membership meeting here, they warmly greeted the agent's recommendation that a similar type building be established in the port of Baltimore when feasible.

#### Transit Problems

A large percentage of the more than a million people in this city are liable to be hoofing it soon if the transit workers go through with their proposed strike for higher wages and conditions. All the big brass in the political world are chewing their thumbnails, if the reports we have are correct. Both Governor McKeldin and his zoner the Mayor came out with an appeal that there must not be such a strike. What with only a thousand cabs in the city to service a million people, and with the city sprawled out over the entire county, some ankle supporter company should do a lot of business. Everybody will have to be shinning to work from the far flung suburbs that make up our metropolis.

Earl Sheppard  
Baltimore Port Agent

## Galveston:

### Hot Pace Slackens Off, Outlook Is Good

We slowed down quite a bit from the pace of the previous two weeks but shipping continues to be good. There were two payoffs and sign ons, the Henry Meiggs (Mississippi); and William Richardson (Waterman), which was a considerable drop off from the middle of December.

The in-transits also declined with 11 coming in to this port, including three Seatrans, the New York, New Jersey and Texas; the Bradford Island, Royal Oak and Archers Hope (Cities Service); Del Sol and Henry Meiggs (Mississippi); and the Fairland, William Richardson and Beauregard (Waterman).

All things considered it was a pretty good period for us as we didn't expect the mid-December rush to keep us at that high rate.

Among the SIU men we have had recently in this port is William E. Aplin who joined the Union in Mobile, in 1947. Aplin participated in the 1946 general strike as a permit-man and has been sailing under the SIU banner ever since. He is now serving as chief pumpman on the



Aplin

Cities Service tanker, French Creek.

Keith Alsop  
Galveston Port Agent



## New Orleans:

### New Year's Celebration Blows Off the Roof

We had a hot holiday season in more ways than one here in the Crescent City. The temperature on New Year's Day was a nice warm 84 degrees, to add to which we had one of the biggest and noisiest New Year's that New Orleans has ever witnessed. It seemed like every Tennessee and Maryland fan was here for the Sugar Bowl to say nothing of all the snow diggers who got tired of the cold and headed south. We're hot on the shipping end too, what with seven pay offs and nine sign ons, two of them being boneyard jobs crewing up here.

#### Salute to Director

Well its been an exciting couple of weeks, and business affairs being

as good as they are has everyone happy. We have no major beefs, as all ships paying off here were in good shape. I particularly want to single out the crew of the Steel Director for bringing in a ship that any patrolman or official is proud to call an SIU ship. She was in better shape than any ship we have paid off here in quite some time. That's saying quite a lot considering we have many fine pay offs in this port including the passenger ships. But the Steel Director was a patrolman's dream, and I say "hats off" to the entire crew from the skipper on down. Its a good example of what can be done by all members working together on a ship.

Our other payoffs were the Alcoa Pilgrim (Alcoa); Del Sol and Del Sud (Mississippi); Carabulla (Cuba Distilling); and Ocean C (Ocean Trans.). Coming out of the boneyard and crewing up were the Robert Ingersoll (Waterman); and the Justo Arosemena (Mississippi); in addition to which we signed on the Del Sol, Del Viento, Del Sud and Del Santos (Mississippi); the Pilgrim, Carabulla and Ocean C.

#### Boneyard Jobs

We are expecting two more boneyard jobs to crew up here in the next couple of weeks, the Henry L. Meeks for Mississippi and Robert E. Clarkson (Bloomfield). In addition we have a lot of the homesteaders from the Del Mar on the beach sweating it out until she comes out of the shipyard. She is due to take off for South America on the 31st of January and will crew up on the 23rd and 24th. The gang is beginning to hang around yours truly asking the usual questions. When is the Mar due out? When will she crew up? Will she take a crew here? and so on.

Getting back to the New Year's celebration, it seems that the ban on fireworks put more people into business selling firecrackers than it put out of business. There were 85,000 fans at the Sugar Bowl to witness Tennessee take on a little too much Maryland, to say nothing of all the basketball fans who saw St. Louis set up Kentucky for the fourth straight time winning by one point 61-60.

At our last regular meeting we elected our tallying committee consisting of Whitey Tannerhill, Bubber Biehl, Steve Stephens, Bill Frederick, Vic Miorana and Frenchy Michelet. A total of 976 ballots was cast in this port.

Lindsey J. Williams  
New Orleans Port Agent

## Mobile:

### Both Ships and Seamen Are In Ample Supply

We've got the ships here in Mobile and the men to supply them too, which is a happy situation all around. Shipping is very good and all indications are that it will continue that way for the coming two weeks. With the holidays over now, the beach is loaded and we have enough men to meet all expected needs.

Payoffs and sign ons were about equal with eight of the former and seven ships signing on. We crewed up the Fairland, which is back in active service for Waterman, and the Knute Rockne, a boneyard job being run by Alcoa. Other sign-ons were the Alcoa Roamer, Ranger and Patriot; the Beauregard (Waterman) and Charles Warfield. Our payoffs were the Alcoa Roamer, Ranger, Clipper, Patriot and Corsair; and the Beauregard, Monarch of the Sea and Morning Light for Waterman.

Among the many men we have on the beach here who have come back after enjoying Christmas holidays with their families is R. A. (Scotty) Eden. Scotty has been sailing as chief electrician since 1946. Since coming ashore he has been giving us a hand by replacing a member of the balloting committee who has shipped out.



Eden

This is pretty typical of Scotty who is always willing to serve on any and all committees while he is ashore. Eden's last ship was the Alcoa Runner, and at present he is waiting for another one so he can enjoy the good conditions that prevail aboard all SIU ships.

Scotty feels that he is very fortunate in being a member of the SIU for he can still remember the old days at sea, and doesn't wish to have them come back again.

We have quite a few other old timers on the beach, among them being S. P. Morris, E. Bailey, J. Crawford, V. Hayes and J. Chandler.

Cal Tanner  
Mobile Port Agent



## Boston:

### Shipping Doing Nicely As Year's End Comes

Our port continues to hold up fairly nicely with four payoffs and two sign ons being the record for the past two week period. Payoffs were the Michael (Carras); Federal (Trafalgar); W. E. Downing (Mathiason); and James Whitcomb Riley. We signed on the W. E. Downing and Federal.

The only beef of any consequence was on the Federal where rollers working in the fireroom on day work had an overtime claim disputed. This was finally paid off.

There hasn't been much new on the Steel Flyer situation to date. The longshoremen are meeting with the ship operators on the subject but as yet no decision has been reached.

Among some of the men in port are Bill McNeil, Don Hodge, Charlie Dwyer, Red O'Brien, Bob Murphy, Larry Campbell and Tom Hubner.

James Sheehan  
Boston Port Agent

## A & G SHIPPING RECORD

Shipping from December 19 to January 2

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	40	28	14	82	52	26	13	91
New York	249	184	147	580	171	138	70	379
Philadelphia	47	37	22	106	100	81	54	235
Baltimore	165	124	116	405	151	120	100	371
Norfolk	175	131	121	427	141	104	96	341
Savannah	31	16	14	61	20	20	18	58
Tampa	27	13	15	55	17	12	13	42
Mobile	70	56	68	194	62	61	52	175
New Orleans	84	79	50	213	110	89	76	275
Galveston	58	48	49	155	52	54	42	148
West Coast	37	27	37	101	47	27	33	107
<b>TOTALS</b>	<b>983</b>	<b>743</b>	<b>653</b>	<b>2379</b>	<b>923</b>	<b>732</b>	<b>567</b>	<b>2222</b>



# PORT REPORTS

**Lake Charles:**

## Weather and Shipping Are On the Warm Side

Good shipping, warm weather and fish biting out of season are our New Year's portion down here in the swamps and water lilies of Louisiana. We hope our less fortunate brethren don't turn purple with envy.

Three Cities Service ships helped bring in the New Year, the Chiwawa, Cantigny and Government Camp, and all were in good shape starting the year right. We took a little run over to Port Neches, Texas, to visit the Del Sol (Mississippi) and clear up a little misunderstanding. There were some real oldtimers on her including Frank "Red Sully" Sullivan as serang with "Dirty Mouth" Chapman as his partner. That's a good pair of men on a ship.

The Seacomet (Colonial) was in Port Arthur, Texas, and took one man. The Republic, a Trafalger tanker, was there too and ordered two men from the Lake Charles hall. We also had the Isthmian Steel Director in here for a couple of hundred tons of rice before sailing for New Orleans for the payoff. She was really a credit to the SIU, clean as could be with no beefs.

**Sheriff Endorsed**

On the local labor front we are expect a showdown between the Central Trades Council and contractors in Calumet, La. Otherwise all is still here. The political pot is really boiling however with the unions endorsing one of the candidates for sheriff of this parish (county). His opponent helped to break up a local union of the machinists a few years ago, and now wants labor to back him, but got a quick cold shoulder.

One of our gubernatorial candidates promises that everyone 50 years old or over will get \$100 per month (that will include this writer) if he is elected. We wonder where he will get the dough-ryme because he claims he will cut taxes.

We found one of our real oldtimers, Walter "Dutch" Hoepfner on the Petrolite, a Mathalsen tanker that came in during the past week from a 2½ months trip to Japan.



Hoepfner

Hoepfner has been going to sea since way back in 1908 and joined the old ISU. He sailed during the war to all zones and has worked on organizing several lines. After being on the Petrolite for eight months he intends to stay on her until the summertime and then knock off for some fishing on his vacation money.

He says it certainly is a long cry from 1908 to what we have today, all of it gained the hard way. He is very anxious to get to headquarters and see the completed building as he saw it in October before leaving for Japan.

Also with us in the past two days is Brother Dugan who sports one of the largest beards in the SIU. He is waiting for another Cities Service tanker. Our old friend brother "Ding-Dong" Bell has moved over to New Orleans

for a while after riding the W. E. Downing for two months. He said he needed a rest and thought the boys were yearning for him.

One of our local boys who rides the Cities Service tankers has a baby "seven foot" alligator for a companion. He wanted to get a letter for seaman's papers for it, saying that it was a good OS. He feels that with a little training it will make a fine FWT or even a bosun. We told him that we would do everything possible to ship the gator as bosun, for after sailing as bosun ourselves we guessed that the gator could do as well.

Leroy Clarke  
Lake Charles Port Agent  
⚓ ⚓ ⚓

**Seattle:**

## Don't Pay Off Vessel Without a Replacement

Up here in the Northwest we are doing ourselves proud by the SIU. We continue to have a fine run of shipping with one payoff and three sign ons as well as the usual bunch of in transits.

The only sour note in a good picture are the handful of foulups who insist on paying off without securing proper replacements. The least a man can do is have enough interest in the Union to make sure that proper replacement is made by the hall, before paying off. It makes no difference whether he is on articles or not as this simple precaution is the safeguard of our existence as a Union.

We paid off the Rice Victory (South Atlantic); and signed her on again along with the Alaska Cedar and Alaska Spruce (Ocean Tow). Our in-transits were the Clearwater Victory (Isthmian); Madaket (Waterman); Raphael Semmes (Waterman); and Portmar and Pennmar (Calmar).

When the Clearwater Victory first came in we had the usual MEBA trouble. The longshoremen at first refused to work her but when she got into Portland they worked her down there after an injunction was issued.

Otherwise there hasn't been too much going on as we had no meeting due to lack of quorum as per usual.

Just a word to those who know him, F. I. Gibbons (Gibby the Bosun) has gotten himself in a rough deal as he has come down with the TB germ. He is now in Seattle Hospital and all hands are urged to drop him a line now and then.

Jeff Morrison  
Seattle Port Agent

**Savannah:**

## Laundry Strikers Get Aid From Local Unions

It was a good holiday season for the men of the SIU in this port. Shipping is doing well and we had a very nice Christmas party on December 21 at which all hands enjoyed themselves.

We paid off the Anniston Victory (South Atlantic); Mary Adams (Bloomfield); and William James (Bull), and signed these same ships on during the two week period. We also had the Seatrain Savannah and the Blenville (Waterman) passing through.

The local unions here put on quite a show for Christmas and also chipped in to provide a good Christmas for laundry workers on strike at the New E&W Laundry. These people have been out on the picket line for ten months; fighting for union recognition and a wage scale that is more decent than the miserably low pay they are now getting.

In closing I just want to put in a word of praise of the Southland. We had her in port recently for a payoff and I must say that it was one of the best ever in the port of Savannah.

E. B. Tilley  
Savannah Port Agent  
⚓ ⚓ ⚓

**San Francisco:**

## Men Eagerly Awaiting Go-Ahead on Vacations

We slowed down considerably over the holidays here, paying off just one ship, but what with everybody going home for Christmas we had our troubles supplying replacements for the usual run of in-transits coming through.

Our payoff was the Strathcape of the Strathmore Co., which signed on for a voyage to the Persian Gulf. She was in pretty bad shape in the crew's quarters so we made sure to get a written order from the company that all fo'c'sles would be painted and the ship cleaned up on the way. We also got them to put a couple dozen extra fans on, the Persian Gulf being the hot box that it is, and this ship likely to be out there quite a while.

The in-transits hit this port just about on the holiday and we had quite a time replacing men who were hospitalized or fired. Membership should be reminded that they must wait until their replacement arrives before they can pay off an intercoastal run, unless of course, it is a case of hospitaliza-



Santa in Savannah wears a union label as he dispenses Christmas cheer to needy families in the Christmas Day celebration sponsored by the city's trade unions.

tion. Our in-transits were the Yaka and Raphael Semmes (Waterman); Steel Navigator (Isthmian); Marymar (Calmar); and John B. Waterman.

**Outlook Poor**

The outlook for the next two weeks is nothing to get excited about, but you can never tell as we do not get any schedules on the government-operated ships until they come in. While there are no payoffs scheduled right now, they might come in a bunch. That's the way it is with this port anyway, boom or bust.

There's quite a lot of conversation about the pending approval of the new increases and the vacation plan by the Wage Stabilization Board. Along this line of thought, the decision to send Bob Matthews to Washington and enlarge our representation there met with a favorable response. The boys feel that in these times the more representation we have down in Washington, the better off we will be.

The new hall in New York is also coming in for quite a bit of comment. The men who helped make this hall and all its fine facilities are sure entitled to a vote of thanks from all hands. As for our Welfare Plan, the boys in the hospitals were really enthusiastic about it. Those \$25 Christmas presents certainly came in handy helping make it a merry Christmas and in some cases made it possible for family men to send gifts home to their wives and children.

The membership will be sorry to hear of the death of Brother Charles Moats, who passed away in this city during the holidays. The San Francisco branch extends sin-

cerest sympathy to the family of Brother Moats.

H. J. Fisher  
West Coast Representative  
⚓ ⚓ ⚓

**New York:**

## All Is Peaceful In Port With Plenty of Ships

The past two weeks have been busy ones for this port, but also quiet and peaceable as we handled a very good load of shipping with practically no beefs of any kind coming up. We paid off a load of 25 ships and signed on five during the period. The only trouble we had of any kind was with the Tagalam, a Mar-Trade tanker, and that was quickly straightened out. We saw to it that she was fumigated and necessary repairs made before she went out again.

Our payoffs were the Seatrains New York, New Jersey, Louisiana, Texas and Savannah; the Fairport, Wild Ranger, La Salle, Gateway City and Andrew Jackson for the Waterman Steamship Co.; the Bents Fort, Government Camp, Bradford Island, Chiwawa, Cantigny and Abiqua, all of Cities Service; Bull Line's Suzanne Kathryn, Beatrice and Jean; two Isthmian ships, the Steel Scientist and Steel Fabricator; the Heywood Brown (Victory Carriers); Tagalar (Mar-Trade); and Western Farmer (Western Nav.).

We signed on the La Salle and Gateway City (Waterman); Robin Goodfellow; Amber Star (Triton); and Seamagic (Sea Traders).

With the holidays over, we are all settling back to work and looking forward to a bigger and better year than ever before for the SIU. This year has certainly gotten off to a good start here in New York with branch affairs running smoothly and no problems facing us at the present time.

Claude Simmons  
Asst. Secy-Treas.

# SIU HALL DIRECTORY

**SIU, A&G District**

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent
- BOSTON.....276 State St. James Sheehan, Agent
- BOSTON.....308 1/2 23rd St. Keith Alton, Agent
- GALVESTON.....1419 Ryan St. LeRoy Clarke, Agent
- LAKE CHARLES, La.....1 South Lawrence St. Cal Tanner, Agent
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent
- NEW YORK.....675 4th Ave., Brooklyn S. Sterling 8-4671
- NORFOLK.....127-129 Bank St. Ben Rees, Agent
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent
- SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent
- SAN JUAN, PR.....252 Douce de Leon Sal Colls, Agent
- SAVANNAH.....2 Abercorn St. E. B. Tilley, Agent
- SEATTLE.....2709 1st Ave. Jeff Morrison, Agent
- TAMPA.....1309-1311 N. Franklin St. Ray White, Agent

- WILMINGTON, Calif.....440 Avalon Blvd. Sam Cohen, Agent
- HEADQUARTERS.....675 4th Ave., Bklyn. Paul Hall
- ASST. SECRETARY-TREASURERS Robert Matthews, Claude Simmons
- HEADQUARTERS REPRESENTATIVES Joe Algina, Joseph Volpian
- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, CALIF.....237 9th St. Phone 2399
- SAN FRANCISCO.....450 Harrison St. Douglas 8-8363
- SEATTLE.....2700 1st Ave. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....675 4th Ave., Brooklyn Sterling 8-4671
- Canadian District
- MONTREAL.....463 McGill St. Marquette 5909
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- FORT WILLIAM.....118 1/2 Syndicate Ave. Phone 3-3221

- PORT COLBORNE.....103 Durham St. Ontario Phone: 5391
- TORONTO, Ontario.....86 Colborne St. Elgin 5719
- VICTORIA, B. C.....617 1/2 Cormorant St. Empire 4331
- VANCOUVER, B. C.....565 Hamilton St. Pacific 7124
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
- THOROLD, Ontario.....37 Ormont St. Phone: 3-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN.....177 Prince William St. N.B. Phone: 2-3049
- Great Lakes District
- ALPENA.....133 W. Fletcher Phone: 1238W
- BUFFALO, N. Y.....180 Main St. Phone: Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6337
- DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3201 E. 92nd St. Phone: Essex 5-9410

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

# IN THE WAKE

The religious, though mischievous nature of sea-going men is well illustrated by the designation of angel's footstool in clipper ship days to denote any light sail above the skysails. This was also called a heaven disturber or star shifter.

Quarantine, meaning the period during which ships coming from infected ports are held incommunicado, or the actual inspection point itself, gets its name from the original period of 40 (quarante) days covered by the earliest quarantines.

A bull's-eye squall, usually occurring off the coasts of South Africa, is such because it is characterized by the appearance of a small isolated cloud which marks the vortex of the atmospheric disturbance. . . . On the other hand, aboard ship, the cow's tail is the frayed end of a rope.

The word filibuster, which is a political term ashore meaning to hold the floor in a deliberative body to prevent action on legislation, was actually a sea-term meaning to run contraband of war to revolutionaries.

A "slush" fund, money used for bribes or to "grease" the path of a job aspirant or pet measure, stems from bygone days when cooks used waste fat from the galley to grease the wooden masts on deck. This produced easy vertical movement of the parrels, the "collars" by which a running yard was kept against the mast.

To heave a tub to a whale, or to try and distract someone's attention, is from the old whaling custom of giving a frightened or ugly whale something besides the boat on which to vent its rage when harpooned. Jonathan Swift, in his Tale of a Tub, refers to this practice.

Another land borrowing from the sea is the phrase to pour oil on troubled waters, meaning to soothe or quiet down. In extremely heavy weather, a bag of oil was sometimes hung outboard and allowed to drip so as to form a film on the water and prevent the waves from breaking over the vessel.

The barnacle is basically a small, primitive marine animal which spends its adult life attached directly by its base to foreign objects such as a ship's hull or wharf piles. As a young animal, it is free-swimming for as long as two or three months, then it attaches itself to a suitable surface and commences to secrete the shell, which grows both in diameter and height as the animal matures. After it has formed this shell house, toxic ship-bottom paints will not affect it. Immersion in fresh water for 48 hours will kill the animal, but the shell can only be removed by continued scraping of the surface to which it is attached.

Sea-slang for casting the hand lead is to "fly the blue pigeon," though the term was not originated by sailors. In the late 1700's, it was the slang used by London thieves for robbing metal-roofed churches of the sheet lead used to cover them. It may have come to the sea when the church-robbers found themselves within reach of the law and shipped out to avoid imprisonment.

A type of sailing rig used on racing craft, a double-clewed jib, is also called a Greta Garbo. . . . When yachtsmen refer to Annie Oakley, they're talking about a sail pierced with small holes to let out dead air. Annie, immortalized on stage and screen in "Annie Get Your Gun," was a lady marksman handy with a pistol.

Among many superstitions of the sea was one concerning birds. It was always considered an ill omen to kill a bird that followed a ship at sea. The gull and the stormy petrel were supposed to be the souls of seamen lost at sea, while the albatross was the bringer of winds and of fogs and mists. The Ancient Mariner in Coleridge's Rime of the Ancient Mariner was at first condemned for killing the bird that brought the wind, but later was praised for destroying the bringer of the fog.

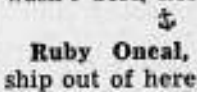
# THE INQUIRING SEAFARER

Question: Why do you sail out of Baltimore? (Asked of Seafarers in the Baltimore SIU hall).

Arthur Butler, wiper: I have no particular reason for shipping out of here. It's purely accidental. I was working for Bethlehem Steel and took a notion to go to sea. I've been at it ever since. I'll continue sailing out of this port because I have my home here now, although I wasn't born here.



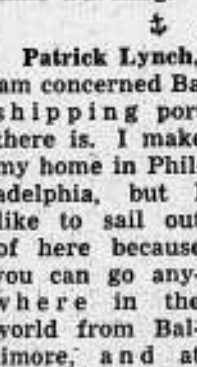
Ruby Oneal, deck engineer: I ship out of here because I like this town and make it my home now although I'm not a native of the city. I got to Baltimore in the first place hauling coal here from Norfolk. I looked around a little bit and decided that it was a good place to stay.



T. W. King, quartermaster: This port happens to be closest to my home, which is in West Virginia. I have been working on the Ore Line boats for the past three years now, and manage to get home about twice a year. When I do get in, I don't want to waste too much time traveling.



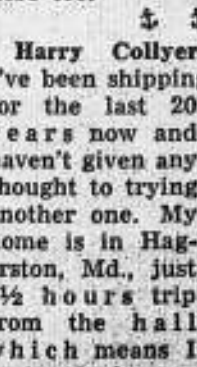
Patrick Lynch, oiler: As far as I am concerned Baltimore is the best shipping port there is. I make my home in Philadelphia, but I like to sail out of here because you can go anywhere in the world from Baltimore, and at the same time its easy for me to get home from here.



E. M. Villapol, oiler: I used to ship out of Galveston, but I switched to this port, because I have found that shipping is usually very good here. I make my home here now, and another important item I have to consider is that my girl friend, Eileen Thompson, lives here too.



Harry Collyer, quartermaster: I've been shipping out of this port for the last 20 years now and haven't given any thought to trying another one. My home is in Hagerston, Md., just 2½ hours trip from the hall which means I can get home pretty often and see my family in between trips.



# MEET THE SEAFARER



HARRY L. FRANKLIN, steward

Pearl Harbor Day was one of those earth-shaking events that changed the lives of a lot of Americans to greater or lesser degree. Harry Franklin was one of the many people who had his life radically altered by the war. He has never gotten back to his mode of existence as it was on December 7, 1941.

When Pearl Harbor came, Franklin had been established for several years in the advertising and sales promotion field, having been associated with newspapers and other publications. Like many others, his first impulse was to join up with the armed forces. But at 39 years of age he was too old for the Army or Navy, and was turned down by both. The one thing left was the merchant marine. Franklin got his seamen's papers and went over to the SIU hall then located at 2 Stone Street. Two days later he shipped out as a messman on the Seattle Spirit, an old Hog Islander run by the Robin Line.

### First Ship, First Sinking

This was in February, 1942, and Franklin's baptism under fire was not long delayed. The Seattle Spirit was on the Murmansk run which in those early days of the war was a graveyard for merchant shipping. The convoy she was in was under attack continually up the coast of Norway and back but the Seattle Spirit survived without damage. Just as she was nearing the North American coast and the crew was congratulating themselves on a safe voyage, the ship was torpedoed off Newfoundland. Franklin was dunked in saltwater but managed to get aboard a life raft. He was picked up shortly afterward by a British corvette.

This grim experience was not without its humorous sidelights. The officers of the British ship insisted that every rescued seaman drink a cup of coffee that was

very heavily laced with rum. Franklin was "feeling no pain" for quite a while after getting that mixture down his gullet.

One trip out and one sinking, he went aboard the Antinous, a Waterman vessel, for his second voyage. She got the sub treatment off British Guiana. This time Franklin went over the side in a lifeboat and rescue ships from Trinidad picked them up within a few hours.

After that the law of averages broke in his favor, as it was bound to. He continued to sail throughout the war on SIU ships but escaped further sinkings. By the time the war ended he had advanced through the ratings in his department to his present classification as steward.

### Stayed At Sea

A lot of people at war's end tried to go back to what they had been doing before, picking up the old threads. Franklin thought of giving up the life of a Seafarer, but decided against it. He felt that a seaman's job was more interesting and gave him greater financial security than he could get ashore where he had been out of touch with the field for the duration of the war. He continued to sail as a steward and has been at it ever since. As far as he is concerned, after ten years at sea he would not go back to any shore job now.

As a man who has a varied background both in business and as a seaman, Franklin has long been impressed by the SIU's mode of operation. "I have never seen any organization," he said, "formed with better business procedure, and practicability in methods of operation as this Union has been. I'm very proud of being an SIU member and the Union has done a lot for me. Certainly I have lived a lot better since I've become a Seafarer than I did before."

"I particularly like the progressive methods the Union has used to establish itself, the political know-how it has displayed and its allied union activities. It is a good feeling for a Seafarer to know that he is a member of such a wide-awake organization."

# TEN YEARS AGO

Do you remember the beginnings of 1942? . . . The American public got used to the idea that the Japanese weren't going to be such pushovers as the forces of the Rising Sun went on the rampage.

Manila and Cavite fell, as the fight in the Philippines moved to Luzon and Bataan . . . The British adopted the "scorched earth" policy, burning everything behind them as the Japanese kept gaining in Malaya and Borneo . . . Hawaii was shelled by subs . . . Jittery San Francisco was blacked out for 42 minutes when unidentified planes were reported nearing the coast.

Britain's Gen. Wavell was named unified commander in the southwest Pacific area . . . A new and amended edition of the SIU constitution and by-laws was made available to all members . . . Navigation through the port of New York became more of a game of hide and seek as the Coast Guard removed Scotland and Fire Island Lightships from their moorings as a "security" measure.

Russian power mounted as Stalinist armies retook Kaluga and Hitler was reported on the Eastern

front to take charge of things himself . . . In Africa, Rommel was pushed back to El Aghelia . . . Chinese forces on the mainland claimed a total of 52,000 casualties in three days of fighting at Changsha, and made gains near Canton. . . . President Roosevelt went to Congress to urge a sweeping, long-term war program involving a \$56,000,000,000 outlay with nine billion in new taxes.

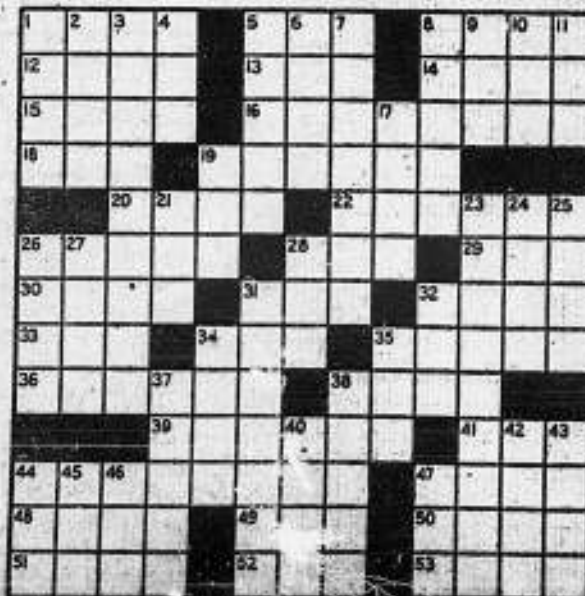
Auto production was halted in the US . . . Twenty-six nations at war with the Axis signed a declaration pledging unity of purpose . . . Draft registration of the 20-44 age group was set for mid-February. . . . A Marine Ship Scalers Union was chartered in New Orleans by the SIU . . . The Maritime Commission was given the go-ahead with a \$40,000,000 fund to insure shipowners against war risks since private rates had jumped too high for profit.

Football bowl games went on as usual New Year's day, with Oregon State, Alabama, Fordham and Georgia taking Duke, Texas Aggies, Missouri and Texas Christian respectively in the major contests.

# The Seafarers Puzzle

- |                                   |                        |                                             |                                     |
|-----------------------------------|------------------------|---------------------------------------------|-------------------------------------|
| <b>ACROSS</b>                     | <b>DOWN</b>            | 19. Single-mast rig                         | 34. Part. to aircraft               |
| 1. Capital of Norway              | 1. Eight comb. form    | 21. Headpiece                               | 35. Where wrestlers meet            |
| 5. Curve                          | 2. Ill-tempered        | 23. Port N. W. of Natal                     | 37. Blocks to guide running rigging |
| 8. Strike-breaker                 | 3. Kind of ship's stew | 24. Plead                                   | 38. Waste time                      |
| 12. He works in galley            | 4. Marks of approval   | 25. Smaller                                 | 40. Breathe noisily                 |
| 13. Away from wind                | 5. Place to worship    | 26. Hang loose, as a sail                   | 42. Light breezes                   |
| 14. Without color                 | 6. Behind              | 27. Fail to win                             | 43. Thin board                      |
| 15. Old boat                      | 7. 100 years           | 28. Old Dutch measure                       | 44. Flat-topped                     |
| 16. Kind of benefits won by SIU   | 8. Pile                | 31. Freed a ship by payment of duties, etc. | 45. Man's nickname                  |
| 18. Owners' risks: Abbr.          | 9. Taxi                | 32. Corrode                                 | 46. Decay                           |
| 19. Price-fixing monopoly         | 10. Everything         |                                             | 47. Edge of dress                   |
| 20. Burn                          | 11. Honey maker        |                                             |                                     |
| 22. Helpful                       | 17. Adventure          |                                             |                                     |
| 25. Ride on water                 |                        |                                             |                                     |
| 28. Painting, in general          |                        |                                             |                                     |
| 29. Lake boat cargo               |                        |                                             |                                     |
| 30. Bumpkin                       |                        |                                             |                                     |
| 31. Low reef                      |                        |                                             |                                     |
| 32. Units of energy               |                        |                                             |                                     |
| 33. Beast of burden               |                        |                                             |                                     |
| 34. Bit of charity                |                        |                                             |                                     |
| 35. Deck officers below captain   |                        |                                             |                                     |
| 36. Mr. Reese of the Dodgers      |                        |                                             |                                     |
| 38. Facts                         |                        |                                             |                                     |
| 39. Nosh's landing place          |                        |                                             |                                     |
| 41. — Palmas, in Grand Canary Is. |                        |                                             |                                     |
| 44. Squad leader                  |                        |                                             |                                     |
| 47. German shout                  |                        |                                             |                                     |
| 49. Tilted                        |                        |                                             |                                     |
| 49. Cloth measure                 |                        |                                             |                                     |
| 50. Book of Old Testament         |                        |                                             |                                     |
| 51. Fish snares                   |                        |                                             |                                     |
| 52. Algerian ruler                |                        |                                             |                                     |
| 53. Vertical pole of crane        |                        |                                             |                                     |

Puzzle Answer on Page 23



# SEAFARERS LOG

January 11, 1952

Vol. XIV No. 1

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-4671.

PAUL HALL, Secretary-Treasurer

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## Long-Range Outlook

The 82nd Congress is back at its old stand in Washington with one of the prime pieces of business facing it being the much-discussed long-range shipping program. The Union is hopeful that for the first time since 1936 Congress will take constructive action on behalf of America's maritime.

Seldom has a program been presented with such unanimous support from all concerned. There may be portions of the bill with which the Union could disagree, but nobody can find fault with the over-all objective of planning for a sound and efficient merchant fleet.

It is unfortunate that the only time that Congress applies itself to the problems of the industry is when a crisis is upon us. We can't help but wonder if the nation would be as interested in the future of our merchant fleet if lives did not hang in the balance in Korea and elsewhere. It seems that it is only in times of crisis that the American people realize how vital the maritime industry is to the security and well-being of each and every citizen. But crisis periods tend to produce short-range, improvised solutions to meet the immediate need rather than the long haul. The immediate needs of World War II and the current international fever may have been met by hasty improvising. But that is the curse of our maritime industry. Its instability is so great due to the lack of interest shown in its peacetime development that when an emergency does arise it requires a lot of tightrope walking to get the necessary ships and men. Planning for the long haul means planning for a merchant marine that operates in peace as well as during wars, hot or cold. It means having good ships and trained men functioning at all times, not just in fits and spurts. It's up to Congress to take the necessary steps to produce the kind of legislation which will have constructive effects on the maritime industry.

## Safeguarding Seamen

The workings of a huge and complex chunk of governmental machinery are sometimes hard for an individual to fathom. When the seaman files for his validated papers with the Coast Guard, his application is swallowed up in the maze of governmental apparatus, to emerge some time later with "OK" or "Reject" on it. It is understandable then, that seamen approach the process with considerable misgivings.

Consequently it is our pleasant duty to report that within the limits of the law, the appeals system, as set up by executive order of the President, offers every break possible to a seaman denied security clearance. The local appeals board setup is a civilian operation entirely, with your Union participating fully in the program. Representatives of the SIU are serving on the local appeals board panels all over the country. As described in this issue of the LOG, the appeals system gives a seaman the fullest opportunity to clear himself of any taint of subversion. It thus assures him that he will not be denied his right to earn a livelihood because of some unsubstantiated, crackpot accusation, or because he unwittingly joined some organization ten years ago. Nobody relishes having to go through these procedures, but as long as they are necessary, the appeals board set-up makes things as fair and as pleasant as possible for the Seafarer.

## On-the-Ball Crew

Now and then the Union runs across an incident which proves again our boasts of an alert, on-the-ball membership. A story in this issue reports that the Union was notified by the crew of the Raphael Semmes that a pool of non-union seamen (formally known as the Atlantic Side Merchant Seamen's Pool) had been set up in Panama with the avowed purpose of using the tight manpower situation as a lever to get aboard American merchant ships.

The boys on the Raphael Semmes deserve high praise for being right on the beam in spotting this case and reporting it to the Union. As good Union men they were fully alert to the danger implicit in this kind of setup. They know that the enemies of the Union can be found not only in the US in the ranks of shipowners, but also everywhere that SIU ships touch port. That is understandable, too, because the SIU has established conditions and there will always be those who will want to undermine them for selfish reasons. So here's a big pat on the back for the crew of the Raphael Semmes, a group of wide-awake Seafarers who really know the score.

# LETTER of the WEEK

## Cooperation Vital For Deck Hands

To the Editor:

What I want to say is addressed mainly to the brothers sailing in the deck department, but it is something that should be put forward to SIU men in all ship's departments.

Why anyone wants to make it tough for the guys bunking with him is a mystery to me because working together on the ship would seem to me to make things easier for all hands. A great trip could be had by all at the same time if the men in the deck crew would work together like one big family instead of making it harder for their fellow members of the Union.

### Had Experience

As a bosun (my last ship was the Michael), I have had experience with this sort of thing too often. It would be best for many hands to wise up and not go around half-cocked, making the trip miserable for some just so they can take it easy.

When most of the fellows are working to secure gear for sea and the bosun is busy working else-

where and a brother asks you to give him a hand pulling a line, don't give him a hard time. When you give him a nasty answer and tell him he's not the bosun, so where does he come off telling you what to do, you're just fouling up the whole set-up for everybody.

After all, he's just trying to do a job and if you're not busy at the time, it can't hurt you to give him a little help to make the job easier.

Some fellows walk around thinking they're prima donnas and don't know the meaning of cooperation. Cooperation goes a long way to make a trip pleasant for all hands and it doesn't hurt you or anyone else to give your brother a lift on a job, whether he's the bosun or an ordinary on his first trip.

### Give A Lift

Sure, we have to watch our contract and do only the work that is up to us but not giving somebody a lift in hauling a line won't hurt anyone but you and your brother in the long run.

I don't want to sound as if a bosun's work is the hardest thing on a ship, but cooperation among all the fellows will help the bosun and all the men to keep out of each other's way and still get the work done. By the way, when I say this I'm not speaking of the Michael in particular, but many ships that I've sailed as bosun and seen the same thing going on. It's just time the boys woke up to the damage they're doing.

Marcelino Santiago

## 'Let 'er Go'



## As I See It

by PAUL HALL



**THE LAUNCHING OF THE** SIU Atlantic and Gulf District's Training School Program should be good news all around. Of particular interest is the fact that those of our members who are seeking the know-how to obtain upgrading now can have the benefits of competent instruction at our new Headquarters building. This development comes as the result of considerable planning.

The deck department training courses have already gotten underway in the Headquarters classrooms. Classroom work and lectures will be supplemented by instruction under actual working conditions aboard vessels of our contracted operators at piers close by our Brooklyn headquarters.

The stewards department training program, which will start shortly, will also offer to our Union brothers excellent facilities for acquiring additional knowledge of their jobs and for obtaining up-grading. The full apparatus of our first-rate cafeteria, galley, bakery and butcher shop will be used by these men to supplement their classroom work.

Plans are almost completed for engine department training classes. This instruction, too, will be facilitated by on-the-job techniques aboard ship.

The SIU's new training program will prove of inestimable value not only to our Union brothers who are anxious to improve their shipboard know-how—and increase their earning capacity—but it will also have a much broader effect. Our contracted operators will have access to personnel whose experience has been augmented by competent, qualified instruction. Consequently, the operators' should note an increase in the operating efficiency of their vessels, which, it should be said, already are manned by extremely capable, alert and responsible seafaring men.

All hands are encouraged to participate in the Union's new training program, which the SIU is determined to put on as an efficient operating basis as its various other facilities.

**THE UNION'S CURRENT** agreements expire this year—on Sept. 30. However, the Union will present its new demands to the operators sometime around August 1 and negotiations should be underway shortly thereafter.

While no definite demands have been decided upon at this early date, the Union is determined to keep SIU contracts the best in the industry. Our contracts, in fact, are widely acknowledged as the tops in maritime.

In this connection, the Union is anxious to hear from crewmembers in the three departments suggestions for contract improvements. They, of course, should be reasonable and practicable suggestions. Mail them to the Secretary-Treasurer's office, SIU Atlantic and Gulf District, 675 Fourth Ave., Brooklyn 32, N. Y.

Incidentally, fresh copies of our current contracts, including the amendments won by the SIU in the contract reopening last fall, are now being mailed to all ships. Seafarers should study them and, of course, work by them. Respect for current contract provisions is the surest way of winning improvements in the next negotiations.



**THE TRAGIC SITUATION** surrounding the death of one of our members who left a wife and four children recently, very strongly points up the Union's contention that one of the most important areas for exploration is the field of welfare.

Deprived of her husband's earning power, the widow and her four youngsters, ranging from two to seven years of age, faced eviction at Christmas time. A dispossession notice had already been served.

Fortunately, the SIU Welfare Fund's \$2,500 death benefit provided the timely and much-needed relief. Though not by any means solving the bereft family's problem, the death benefit at least drove the wolf from the door.

This is one of the ever-present problems which your Union is devoting time and effort to solve. The spectre of destitution must not be allowed to plague our people and their families.

# SIU DEMOCRACY

Down through the years, the SIU has always encouraged wide and direct membership participation in all Union affairs. This continuing effort is nowhere better illustrated than in the vigorous emphasis placed on a free ballot for Union officials.

One of the few labor organizations holding elections every year, the SIU is often asked why. The operation involved in annual polling—like any democratic process—is cumbersome and heavy with safeguards. But, as set forth in the Union's constitution, procedures for yearly voting insure fairness to all and are iron-clad against fraudulent handling of each individual ballot.

Once elected and declared in office, the officials assume their duties for a full year; however, they must constantly be on their toes. Little more than eight months after they take office, the election machinery rolls into gear again. This constant check wielded by the membership through the secret ballot necessitates conscientious, ever-alert officials, keyed to respond to the changing needs and demands of the rank and file.

Nominations for office are made at all branches in Atlantic and Gulf ports at regular meetings during September. Any qualified member can nominate himself as well. Nominating statements must reach the Secretary-Treasurer's office, as per SIU by-laws, by mid-October, together with a biographical sketch of 100 words and a passport photo of the nominee. The whole is published and circulated via the LOG, the official Union newspaper, to familiarize the members with the candidates.

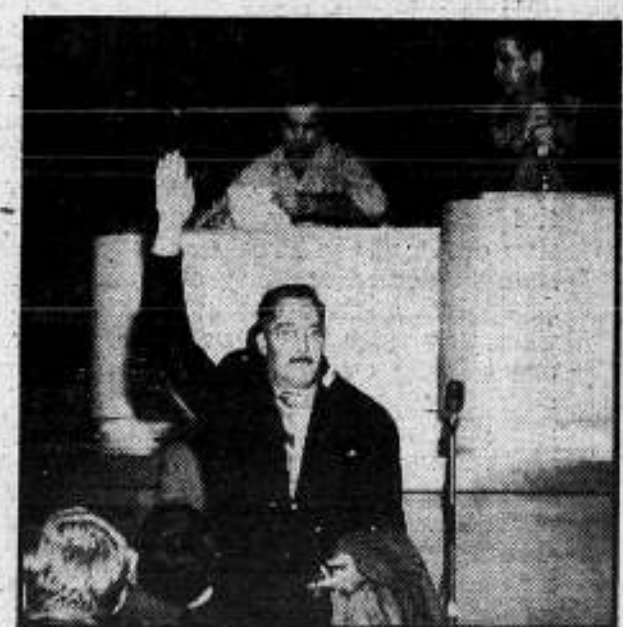
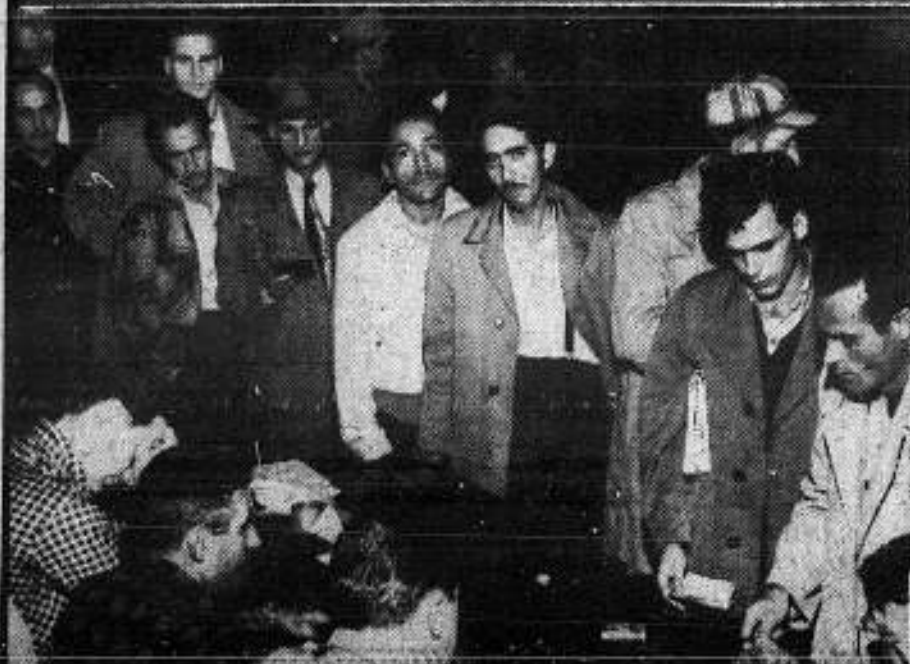
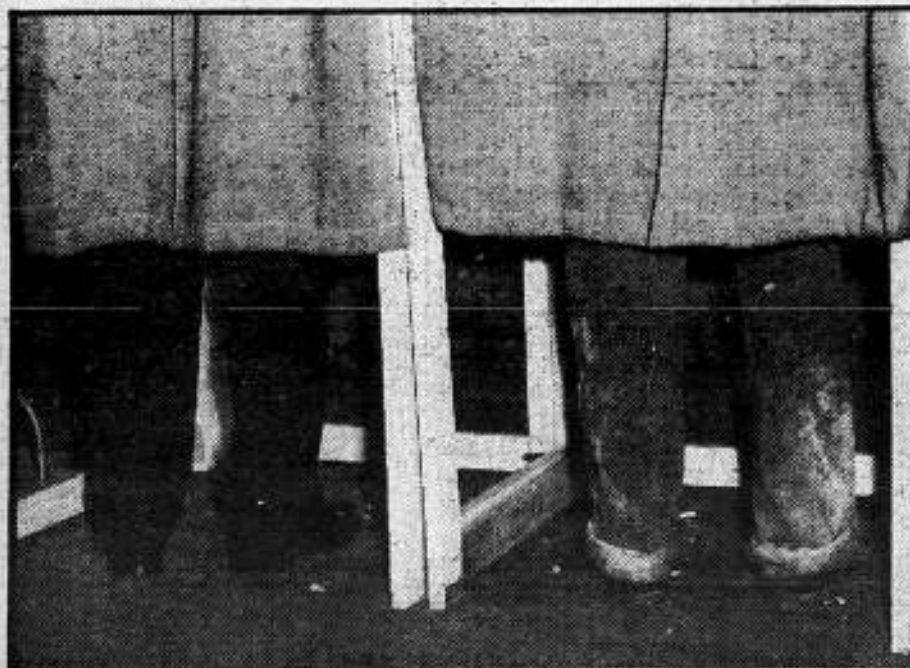
General qualifications for office prescribed by the constitution include: American citizenship, active SIU membership in good standing for two years, no previous misconduct while employed as a Union officer; an aggregate of three years sea service plus four months sea service for the current year, the last waived in the case of incumbents.



**1.** A credential committee (above) composed of two members in each department is elected by headquarters membership to determine whether nominees meet qualifications required in union by-laws and prepare official ballot. Candidates for each office are arranged alphabetically on ballot with provision for write-in candidates.

**2.** Insuring check against fraudulent handling, all ballots are perforated with stub numbered in sequence, enabling a daily check. Record must be kept of all numbered ballots, forwarded to various branches. Each ballot must be accounted for whether properly used, disqualified, or blank. These safeguards are enumerated in the Union constitution.

**3.** Balloting is secret (left) and continues each day during November and December. Only members in good standing may vote. By-laws further provide that only ink or indelible pencil may be used to mark ballot. A daily vote report is made by committee elected to serve that day (below) by checking stubs against remaining ballot numbers.



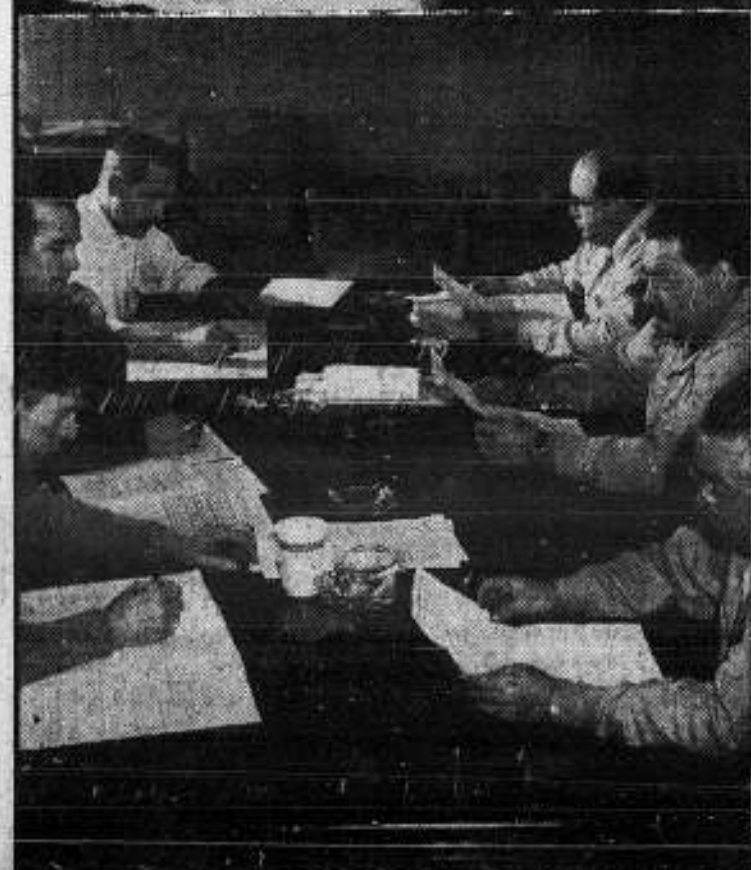
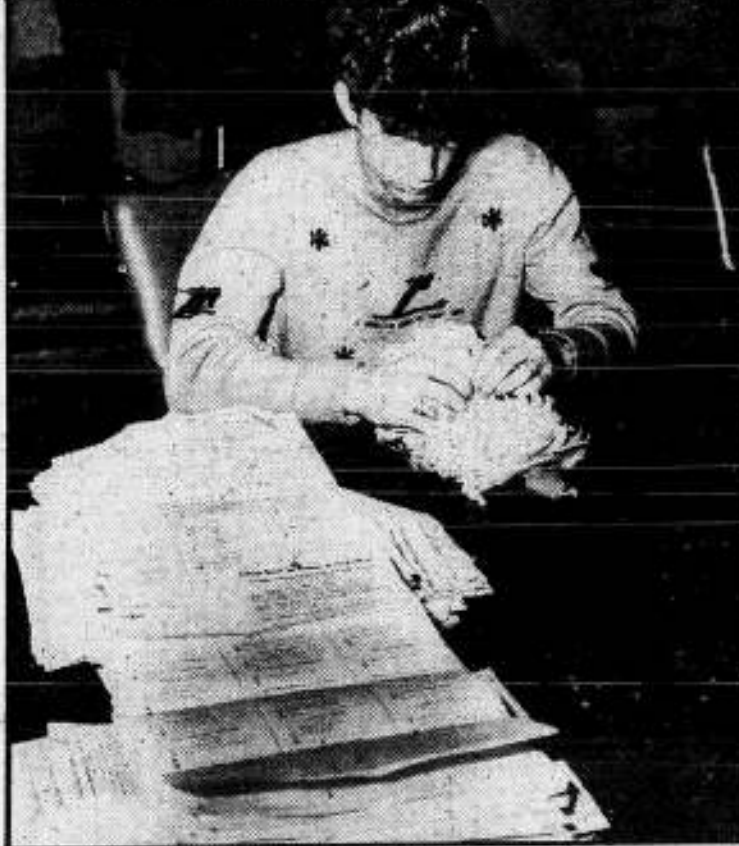
**4.** All operations are notarized by signature and records secured under seal in a locked ballot box. The disposition of each ballot, as required constitutionally, is reported at each branch meeting during the polling period. At the conclusion of the 60-day voting period, tallying committees are elected at each branch meeting to check ballots and record out-port count for each candidate. These findings are forwarded under seal by registered mail to headquarters where a similar unit is chosen to recheck branch reports. Tallying committee (above) is chosen by vote at headquarters meeting following election period.

# IN ACTION!

5. The elected headquarters tallying committee is responsible for a report showing the number of ballots cast, the votes received by each candidate at all branches, plus the total number of ballots and votes and the disposition of same if disqualified for any reason. Ballots from each outpost are kept separate as are all tally sheets. Constitutionally, all ballots must be kept for 3 months after election to allow inspection at any time. The ballot box is opened (right) for first count by headquarters tallying unit and procedures explained (far right) by headquarters staffer for making count and checking against misuse of ballots. Sealed package of ballots from outposts (below) is opened by two committeemen.



6. Headquarters tallying unit begins work of checking stubs against ballots cast (right) to insure numerical sequence has been followed and that no unofficial ballots have been used. Working in teams of two, committee members make canvass of votes cast (below, left) for each candidate. As further safeguard against mishandling of ballots, the committee rechecks votes and correlates tally sheets (below). Where the choice of a voter for any office cannot be determined with certainty, the vote for that office is not counted. This may arise in a case where a member voted for more than the designated number of candidates to be elected to a particular office and his preferences cannot be fairly ascertained.



The candidate receiving the highest number of votes for each office is declared elected and assumes office within 30 days. If no candidate meets this requirement, the office is declared vacant and is filled by appointment of the secretary-treasurer until an election can be held. The membership is constitutionally given power of suspension and recall over all officials in the event proper charges against him are upheld by a membership meeting.

The workability of the entire process is conclusively demonstrated by the fact that no SIU election has ever been challenged or a recount demanded. Thus, annual elections, cumbersome as they are, have proven their merit time and time again.

Moreover, the men are constantly being urged to run. The infusion of new blood via yearly balloting has helped immensely in the stride toward broader benefits for the membership.

Proper use of a free ballot can never be over-emphasized, nor can the power of the rank and file be underrated. The freedom of choice envisaged by annual elections is the cornerstone of the democratic process.

### Names Of Seamen Cited For Wartime Gallantry

The following men, whose names are listed below are eligible for World War II citations but have not yet obtained them. Men whose names are on the list should get in touch with the Maritime Administration, U. S. Department of Commerce, Washington 25, D. C. for their awards. (Story on page 2.)

The following men have been awarded the gallant ship citation ribbon bar, awarded to officers and seamen who served during World War II on a ship which, at the time of such service, was cited for gallantry by the Administrator of the War Shipping Administration:

Addison, Roy G., Marcus Daly; Anderson, William W., Virginia Dare; Bazemore, Fred F., Virginia Dare; Binkowski, Sigmund, Nathaniel Greene; Bonafede, Rene, Adoniram Judson; Bouche, Laurence, Adoniram Judson; Brennen, James V., William Moultrie; Bryant, Russel H., Cedar Mills; Carlson, John W., Virginia Dare; Clarke, Stanvac Calcutta.

Collin, Irwine Richard (deceased), Nathaniel Greene; Corbett, William J., Adoniram Judson; Crawford, Alvin R. (deceased), Marcus Daly; Davidson, Erving, Marcus Daly; Delorio, Raymond V., Marcus Daly; DeLafayette, William J., Adoniram Judson; Demetriades, Athanasios (deceased), Stephen Hopkins; DeShields, Jack, Virginia Dare; Dickie, David, Nathaniel Greene; Dougherty, Joseph G., Virginia Dare.

Drake, James P., Marcus Daly; Dykes, Marcus M., Virginia Dare; Elliot, L., Stanvac Calcutta; Finley, Gordon E., William Moultrie; Folsom, Gerald B., William Moultrie; Galie, Lorenzo, Virginia Dare; Galley, David Henry, Nathaniel Greene; Gelak, Stanley, Virginia Dare; George, Harry, Cedar Mills; Gianattasio, Vincenzo, Nathaniel Greene.

Gibbons, Robert Ingvall, Nathaniel Greene; Goff, George H., Marcus Daly; Gould, Delmar G., Marcus Daly; Green, Herman F., Samuel Parker; Grupo, Blas Japon, Samuel Parker; Hand, Calvin Hutcherson, Nathaniel Greene; Handley, Billy G., Marcus Daly; Harris, Edward A., Cedar Mills; Hethcoat, Fred, Virginia Dare; Johnson, Ernest L., William Moultrie.

Johansson, Gunnar Ivar, Nathaniel Greene; Johnson, Paul A., Marcus Daly; Keenan, Peter, Adoniram Judson; Kokakis, Nicholas George, Stephen Hopkins; Knowles, H. (deceased), Stanvac Calcutta; Kounelis, Gus Nick, Virginia Dare; LaMonica, Albert, Cedar Mills; Lanier, Henry, Virginia Dare; Lawton, Vincent Paul, Samuel Parker; Lowe, Herbert Edward (deceased), Stephen Hopkins.

Madsen, Rasmus, Virginia Dare; Makres, Nick (missing), Stephen Hopkins; Maly, Fred L., Cedar Mills; Martella, Francis J., Adoniram Judson; Maslany, Frank, William Moultrie; Mattiesen, Richard (deceased), Marcus Daly; Miller, Jesse C., Virginia Dare; Moore, Donald W., Cedar Mills; Moore, Kenneth Bud, Nathaniel Greene; Nelson, Oscar, Nathaniel Greene.

Ohman, Werner W., Adoniram Judson; Orr, Daniel J., Adoniram Judson; Paddock, John H., Adoniram Judson; Parkette, William A., Adoniram Judson; Parks, William Roy, Nathaniel Greene; Phelps, Allwyn Davenport (missing).

Reedman, Joseph, Nathaniel Greene; Reese, August, Stephen Hopkins; Rochester, Elvy L., William Moultrie; Romero, Leonardo L. (deceased), Stephen Hopkins; Rottman, Thomas J., Marcus Daly; Rousella, Joseph L. G., Adoniram Judson; Rupinski, Stephen, Virginia Dare; Sarrasin, H., Stanvac Calcutta; Scambler, Percy A., Marcus Daly; Schad, Wallace M., Adoniram Judson.

Scott, Malcolm Boice, Nathaniel Greene; Sevidio, Luigi, Samuel Parker; Sheppard, Maurice G., Virginia Dare; Sheppard, Robert C., Virginia Dare; Simpson, James Thomas, Nathaniel Greene; Smith, Harry Levering, Sr., Nathaniel Greene; Smith, Veatis C., William Moultrie; Steele, Fred A., Marcus Daly; Stenman, Justus Anton, Nathaniel Greene; Siltson, Ford, Stephen Hopkins.

Thames, James Roy, Cedar Mills; Trifitt, Benton Robert, Nathaniel Greene; Tritt, Euclid James, Virginia Dare; Troches, Jack G. (missing), Stephen Hopkins; Tsiforos, Gus E. (missing), Stephen Hopkins; Tsigonis, Andrew B. (missing), Stephen Hopkins; Valdez, Pedro (deceased), Stephen Hopkins; Vallar, Edward Luke, Nathaniel Greene; Van Nostrand, William H., Nathaniel Greene; Vickers, George A., Nathaniel Greene.

Walker, R. J., Stanvac Calcutta; Webster, Thomas S., Nathaniel Greene; Williams, Floyd James, Virginia Dare; Williamson, Ralph C., Adoniram Judson; Yarbey, Lawrence W., Adoniram Judson; Young, Earl H., William Moultrie; Ziesel, Jean (missing), Stephen Hopkins.

The following men have been awarded the meritorious service medal, which is awarded to any master, officer, or member of the crew of any United States ship or any foreign ship operated by or for the United States Maritime Commission or the War Shipping Administration during World War II who was commended by the Administrator for conduct or service of a meritorious nature, but not of such character as would warrant award of the Merchant Marine Distinguished Service Medal:

Aratt, Genaro C., Melville E. Stone; Atkinson, P. W., Mormacwren; Balcer, Charles, William T. Coleman; Berkowitz, Morris (deceased), President Grant; Bryant, Russell H., Cedar Mills; Eyl, Adrian C., Brookfield; Caneda, Santiago A., Bushrod Washington; Champagne, J. (deceased), Stanvac Calcutta; Chapman, George, Saint Mihil; Chapponi, Robert W., Juan Cabrillo.

Chung, Alfred, Ruth Alexander; Clegg, Harold, Lyman Abbott; Cox, Ralph S., Edward P. Costigan; Dalmasse, James R., Brookfield; Danielson, Alfred T., Juan de Fuca; Davidson, Fritz E., Kate Douglas Wiggin; DeLong, Alvin Eugene, Stanvac Calcutta; Dickinson, Robert E., Kittanning; Dodd, Claude R., Harper's Ferry; Dreyas, Peter, Matt W. Hanson.

Farrow, Ernest, Mobiloil; Fernholz, Albert F., John S. Copley; Fetter, William, Juan de Fuca; Fleming, Thomas H., Arthur Sewall; Fox, Charles G., Bushrod Washington; Gardner, Edward, Schoharie; Gillis, Joseph R., Schoharie; Godfrey, Raleigh (deceased), Capillo; Graham, Walter F., Solomon Jumeau; Gresham, Otis E., Mathew P. Deady.

Harrington, James (deceased), Ruth Alexander; Harvie, Alan Lewis, Honomu; Heath, Philip (deceased), Stanvac Calcutta; Hensley, Everett, Bushrod Washington; Herbert, John T., James W. Marshall; Holm, Martin, Joel R. Poinssett; Holten, Pat (deceased), Capillo; Hunnicutt, Laurens W., John Howard Payne; Ing, Albert, President Grant; Jorgensen, Laurence, Clevedon.

Kacocha, Charles, Albert, Juan Cabrillo; Lanes, Sol Selig, Francis C. Harrington; Larsen, K. (deceased), Stanvac Calcutta; Lawson, James E., Anson, Barlingame; Lewis, Wallace N., Schoharie; Lill, Ralph M., Jr., Benjamin Holt; McAlister, Louise Wales, Jeremiah M. Daily; McCarthy, Thomas Francis, John C. Calhoun; McCord, M. D., Irving M. Scott; Manice, Arthur James, Knute Rockne.

Matkowski, Emilian, Yellow Tavern; Mazonson, Morris, Fort Moultrie; Melaner, Walter P., Edwin T. Meredith; Milson, Jack Arthur, Samuel Parker; Murphy, John E., President Fillmore; Obenshain, G. P., James Buchanan; Okander, Nelson W. (deceased), Stanvac Calcutta; Oliver, Robert R., Lebaron Russel Briggs; Parker, James E., David F. Barry; Parsons, George Robert, Gus W. Darnell.

Powell, Hamilton, Sea Sturgeon; Reed, J., Stanvac Calcutta; Risk, James L., City of Omaha; Romero, Angel, Bushrod Washington; Rounds, Allen (deceased), Capillo; Rusk, Frederick H., Kate Douglas Wiggin; Ryan, Joe, Harper's Ferry; Sarrasin, J., Stanvac Calcutta; Seymour, Charles, Unknown; Shipman, Calvin G., Tachira.

Smithers, George W., Coast Farmer; Sorenson, Selmer T., Clevedon; Styles, Julius, Schoharie; Sullivan, Charles E., Honolulu; Thames, James R., Cedar Mills; Tolliver, George L., Schoharie; Trulett, Fritz, James Buchanan; Valentin, Mariano, Francis C. Harrington; Verhey, Dick, Unknown; Nelson, A. W. (deceased), Jordan Valley.

Walker, Willie E., Schoharie; Warner, John Edwin, Bushrod Washington; Whitton, Roland, Esso Little Rock; Wood, Kelsey, Castillo; Worthington, R. P., James Buchanan; Young, Teagle U., James E. Jones; Zarr, Frank, Francis J., John Cabrillo.

## Complete A&G Election Tally In Annual Voting For Officials

(Continued from page 7)

	Bos	NY	Phi	Bal	Nor	Sav	Tam	Mob	No	Galv	SF	Wil	Sea	Total
<b>Baltimore Deck Patrolman</b>														
L. Johnson, 108..	96	1290	217	661	165	89	100	383	853	128	63	80	40	4167*
No Votes.....	20	216	11	15	8	7	3	75	121	1	3	7	1	488
Write Ins.....	0	14	0	3	0	0	0	0	0	1	1	0	0	19
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Baltimore Engine Patrolman</b>														
A. Stansbury, 4683	89	1270	216	665	164	88	100	381	848	128	60	83	38	4130*
No Votes.....	27	237	13	12	9	8	3	77	128	1	6	4	3	528
Write Ins.....	0	13	0	2	0	0	0	0	0	1	1	0	0	17
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Baltimore Stewards Patrolman</b>														
W. P. Gonsor-chik, 749.....	60	1168	170	461	103	71	75	178	769	47	39	57	30	3228*
E. V. Smith, 48961	36	188	48	136	45	18	26	48	146	12	14	26	10	753
No Votes.....	20	154	10	75	25	7	2	229	48	70	0	4	1	645
Write Ins.....	0	0	1	7	0	0	0	3	13	1	14	0	0	50
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Norfolk Agent</b>														
C. Lee, 70.....	36	333	79	180	39	29	41	47	218	10	21	27	10	1070
B. Rees, 95.....	61	957	141	429	131	59	60	179	725	40	38	54	31	2905*
No Votes.....	19	217	9	65	3	8	2	228	30	79	8	6	0	674
Write Ins.....	0	14	0	5	0	0	0	4	3	1	0	0	0	27
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Savannah Agent</b>														
E. Tilley, 75.....	97	1264	216	633	162	92	99	382	863	127	62	80	41	4118*
No Votes.....	19	241	12	41	8	4	4	76	113	2	4	7	0	531
Write Ins.....	0	15	1	5	0	0	0	0	0	1	1	0	0	23
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Tampa Agent</b>														
R. White, 57.....	90	1283	218	640	167	91	100	383	870	127	65	82	41	4157*
No Votes.....	26	228	11	35	6	5	3	75	105	2	1	5	0	502
Write Ins.....	0	10	0	4	0	0	0	0	0	1	1	0	0	16
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Mobile Agent</b>														
C. Tanner, 44....	91	1296	220	647	165	94	100	454	930	129	64	81	41	4312*
No Votes.....	25	212	9	30	8	2	3	4	46	0	2	6	0	347
Write Ins.....	0	12	0	2	0	0	0	0	0	1	1	0	0	16
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Mobile Joint Patrolman</b>														
R. Jordan, 71....	61	908	190	537	138	77	100	311	801	106	52	61	38	3380*
G. Kimbrel, 45925	30	428	64	151	26	11	3	11	177	1	14	23	5	954
Wm. Morris, 264..	70	845	184	505	144	86	100	311	804	106	49	64	39	3307*
No Votes.....	71	834	20	160	38	18	3	280	154	34	13	26	0	1651
Write Ins.....	0	25	0	5	0	0	0	3	16	3	6	0	0	58
Sub-Total .....	232	3042	458	1358	346	192	206	916	1952	260	134	174	82	9352
<b>New Orleans Agent</b>														
L. Williams, 21550	93	1282	224	645	167	89	101	450	935	129	62	81	41	4299*
No Votes.....	23	224	5	30	6	6	2	8	41	1	4	6	0	356
Write Ins.....	0	15	0	4	0	0	0	0	0	0	1	0	0	20
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>New Orleans Deck Patrolman</b>														
L. Clarke, 23062..	91	1211	216	631	167	89	97	379	874	129	61	79	41	4065*
No Votes.....	25	293	13	45	6	7	6	79	100	0	5	8	0	587
Write Ins.....	0	15	0	3	0	0	0	0	0	1	1	0	0	20
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>New Orleans Engine Patrolman</b>														
C.J. Stephens, 76..	93	1226	218	641	169	90	98	383	933	127	62	80	41	4161*
No Votes.....	23	277	11	35	4	6	5	75	42	2	4	7	0	491
Write Ins.....	0	16	0	3	0	0	0	0	0	1	1	0	0	21
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>New Orleans Stewards Patrolman</b>														
A.W. Gowder, 36884	56	585	99	232	53	23	9	20	185	16	29	35	13	1355
H. Troclair, 6743..	38	667	120	384	114	66	93	205	763	40	31	43	28	2592*
No Votes.....	22	247	10	60	6	7	1	231	21	73	3	9	0	690
Write Ins.....	0	22	0	3	0	0	0	2	7	1	4	0	0	39
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Galveston Agent</b>														
K. Alsop, 7311....	93	1219	220	641	166	89	100	379	857	129	62	79	41	4075*
No Votes.....	23	284	9	35	7	7	3	79	119	0	4	8	0	578
Write Ins.....	0	16	0	3	0	0	0	0	0	1	1	0	0	21
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676
<b>Galveston Joint Patrolman</b>														
C. Kimball, 52....	63	908	161	451	130	77	99	218	808	56	48	51	34	3102*
M. Shipley, 36213	31	356	51	191	31	12	4	7	123	2	15	29	7	859
No Votes.....	21	242	17	35	12	7	0	231	37	71	0	7	0	680
Write Ins.....	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Sub-Total .....	116	1521	229	679	173	96	103	458	976	130	67	87	41	4676

## SS Southland Rescues Crew Of Enterprise

(Continued from page 3)

John Drake, first assistant engineer of the stricken vessel, told the LOG this week, "The only thing that probably saved the ship from going under was the cargo of pig iron she carried, which shifted in the course of the storm and formed a second keel."

Reviewing the course of events, Drake said that the Flying Enterprise suffered a steady battering for three to four days prior to the time she was abandoned. She was in distress on Friday, December 28 when the Southland came up about 5:30 in the afternoon.

On Saturday morning, Captain Carlsen gave the "abandon ship" order. Each of the first seven crewmembers went into the water with one passenger apiece, the BME engineers being in the first batch. The Southland put out a boat and picked up this group of 14 people, plus one other crewmember, after they had been in the rough water about 15 minutes.

"Considering the weather conditions," he concluded, "it was a miracle that the Southland and the transport were able to pick all of us up alive."

# FLASHBACKS . . . . .

## WHEN STEAM REPLACED THE SAIL

When old seamen get together the talk will, on occasion, turn to how it was "when I first went to sea." Memories of the bitter old days have a strong attraction, so from time to time the LOG will reprint old photographs such as these which catch a good deal of the flavor of how things were. We will try to show how seamen worked and lived, as well as picturing the ships they worked on. But ships will be secondary to the men whose work, too often overlooked, helped build our great industrial civilization.

Steamboats were used in the early 1800's, but the sail hung on stubbornly for a century more. Experienced sailors knew better than to trust the temperamental steam engine to bear them safely to port. Engines could (and did) break down with unhappy frequency. A ship without sail in those circumstances was at the mercy of the seas.

So for many years, a strange hybrid rode the ocean, half sail and half steam. When no breeze stirred, the ship would depend on its engines. But if a favoring wind sprang up, or the engines became troublesome, the sails would be unfurled.

The change was not necessarily an improvement for seamen. Stoking the fires was a man-killing job. Coal made ships and men dirty, hot and uncomfortable. And before unions came, the bucko skipper and the ham-fisted mate still ruled uncontested. A seaman's life on the coal burner could be just as hard as under sail.



Slushing the bowsprit, crewmembers of a sailing vessel carefully go over the rigging, before their ship leaves New York's South Street for the long voyage to China.



Deep down in the hold, seamen (above) relax in the foc'sle as best they can. Note the traditional "tin cup" on the right. Laundry and possessions hang off pieces of string. Seamen sit on their beds or the floor, as chairs are a luxury.

Fresh water (right) is rationed severely. With hardly enough to go round, these seamen pool a little of their precious reserve to do their laundry in a common tub. The tight water supply was especially tough on the black gang.



Mealtime was in the foc'sle on a dirty, littered wooden table. The men help themselves out of a common pot.

### Old Photographs Wanted

The LOG is interested in collecting and printing more photographs of this type showing what the sea was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships, drawings, or anything else that would be interesting to your brother Seafarers, send them in to the LOG. We'll take care of them and return your souvenirs to you.

# SIU Ship Rams French Coast; Pleat In Deck No New Vogue

(The account below, in his own words, is from a crew member of the SS James B. Richardson (Alcoa) which ran aground within sight of Cherbourg, France, on Dec. 16 with considerable damage to the vessel. After a week of pounding, the ship was towed three miles into port Dec. 23, discharged the remainder of her cargo and has since gone into drydock. No injuries were suffered.—Ed.)

One jolly morning Frenchy Auger, Red Gargas and myself shipped aboard the good ship J. B. Richardson. The ship was held up awaiting an engineer, which started us off with a loused-up sailing.

After a rough trip across the North Atlantic, we hit the English Channel on a Saturday night. Sunday morning the crew was sprucing up and looking forward to a gay time in France, with Cherbourg our first port.

About eight I started on watch, and the deck gang was at its usual task of raising gear. About coffee time I relieved the wheel. Good old "Coastwise" Jones was on lookout.

About 10:45 A.M. all hell broke loose. Brothers, hell might be below, but we were sky-high. When the mist finally rose, we were shaking hands with the Frenchmen on the beach, who were digging clams. This was only the beginning, however.

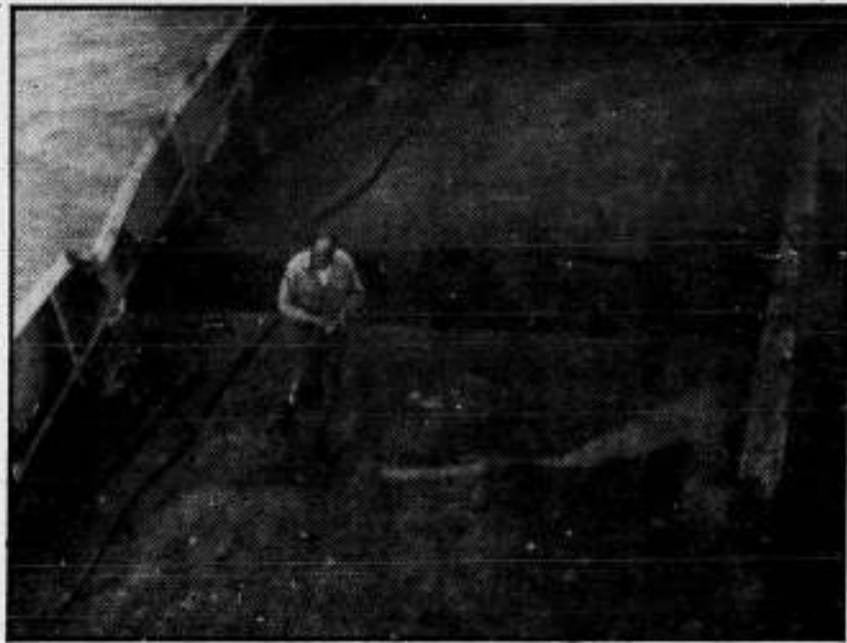
Like vultures a bunch of salvage tugs tore down on us next morning at high tide, trying to tow us off the rocks. The seven of them represented four different countries. After six fruitless hours they gave it up.

Two-thirty that afternoon Frenchy was on the bow working, when suddenly things began to happen again. After the shock he realized that the ship was breaking up, and he made a mad dash for the midship house to warn the crewmen who were asleep. Deck engineer Allan Sarg, taking soundings at the time, found he was suddenly rising skyward. He stood there for a minute frozen stiff, then broke all track records running for the midship house. (Up to this point, I had been catching a little sack time.)

All of a sudden the ship gave a lurch and there was a loud crash. A hell of a turmoil broke loose. I made a dash for my lifejacket and headed for the door. When I hit the passageway, a scramble had started among the crew. Saloon messman Willie White streaked past me headed for the deck aft in his shorts and carrying a suitcase and lifejacket.

Only one thought bothered this crew, and that was how to get off the ship? But, assured by the captain that there was no immediate danger, the men stood by. The ship was almost cracked in two and the evening tide was coming up.

Supper that evening was a mess. There was no water and dishes



Neatly pleated fold in deck of Richardson shows part of damage after she ran aground. Engineer Allan Sarg is taking soundings.

were dirty. We thought of a poem, "The Rime of the Ancient Mariner," about "water, water, everywhere, and not a drop to drink." All we could do was sit and wait. Lifeboats were readied in case of emergency. The ship was expected to break all the way in half anytime. Sleep was impossible. The big hope was that the weather wouldn't worsen.

Towards morning things began to brighten up, as the weather did hold up. A salvage crew came aboard and a major operation be-

gan as they began to dump our cargo overboard. But the ship had already broken her back.

It is really nerve wracking waiting so close to shore without leave. The whole crew feels for the skipper, Carl Shutz, who was one hell of a good Joe. The bottom, steering gear, rudder, screw and all the holds are badly damaged. We are all hoping things better themselves before long. The salvage crew is working like mad to save the ship.

Bob Garrod

## Samba? An Old Ritual To Delta Line Crews

Of all the dances that the slaves brought from Africa—war, hunting, sexual and marriage ritual, funeral and religious rites—dances that accompanied every important act or occasion of tribal life, it was the fetishistic dance of the Macumbas that exercised the greatest force in Brazil.

As the Quizomba of the Angolians or Batuque of other tribes, it was the forerunner of the Samba that is sweeping the world as a popular dance today. Many crewmen off the Delta Line ships saw

them practiced long before they gained popularity in the States.

The Samba in Rio, Bahia and Pernambuco was known under at least 16 other names in other parts of the country. And since any number of dancers could join the circle and dance for hours on end, while one individual at a time took the center to demonstrate his particular artistry, it was admirably suited for all occasions.

Sometimes the man dancing solo would challenge a woman, or a woman a man. Then, surrounded by the dancing, shouting, stamping circle, they would stage a dancing duel.

Meeting European and Indian dances in Brazil, the Samba acquired other characteristics, gradually becoming generalized and simplified. But though it lost its primitive aspect, it always retained its African rhythms.

With the Negroes from the various colonies about Rio, it descended to the Praca de Junio during carnival for the three-day festival the Negroes hold there. Thus, as native and urban civilizations mingled, the dance lost more and more of its character as a tribal dance and began to be stylized as we know it on the ballroom floors of today.

"Mar-Log"

## Did You Know . . .

That Governors Island in New York harbor south of the Battery was the home of Wouter van Twiller, second director of New Netherlands (1637-38)? In 1698 it was set aside for the benefit of "His Majesty's Governors," and for this reason is called Governors, without an article or apostrophe.

~ ~ ~

That a pretty accurate guide for forecasting the weather by yourself is by observing changes in the wind's direction? If the change is in a clockwise direction, the weather will improve. If it's counterclockwise, keep your slickers handy!

~ ~ ~

That the expression "someone is not worth his salt" stems from ancient times, when every Roman soldier going to the wars was provided with a bag of salt or a special sum of money for its purchase? This stipend was called the soldier's salarium. The modern English word salary also springs from this practice.

~ ~ ~

That when the Georgia Federation of Labor's wartime bond drive went over the top and two Liberty ships were named for AFL leaders, Seafarers crewed them up right out of the Savannah hall?

That one of the best-known houses in the world, No. 10 Downing St., home and office of the British prime minister, bears the name of an American? George Downing, son of one of the earliest settlers of Massachusetts, became a successful businessman in London and Downing Street was named for him.

~ ~ ~

That you can't fold a piece of paper across the middle more than seven times? The size of the paper makes no difference; it works with a newspaper page or a postage stamp.

~ ~ ~

That the love of smoked meat was why the pirates of the Spanish Main were dubbed buccaneers? The word "buccaneer" was derived from the French "boucaner," meaning to smoke meat on a bucan, a grill for drying and smoking meat.

~ ~ ~

That the pastime of kicking a ball around goes back beyond the limits of recorded history? There was a sort of football played by Athenians, Spartans and Corinthians 2,500 years ago called "episkuros." Most likely the gridiron sport we know today goes back only as far as English rugby.

## Yokohama's Melody Girls Help Chime In Crew's '52



Yokohama hit parade favorites—the Melody Sisters' Trio

Yokohama, because of the many seamen and GI's passing through, is one of the closest cities in appearance to any big stateside metropolis you can name. The local citizenry has endeavored to please their American trade in every way.

The Bessemer Victory crewmen considered it rare fortune to turn up in town after a run to Korea just on Christmas Day because it's a good place to be for the holidays.

One of the bright spots for Seafarers were the attractions of the USS club which offers many entertaining and recreation facilities for travelers through the port.

A highlight was the appearance of the Melody Sisters, an aggregation of six girls, who feature Hawaiian music and are rated among the top entertainers in that field. New Year's was a lot like home at any nightspot. Their most solicited number is the "Japanese Rhumba," which is probably a leader in the local hit parade. There's also a male musical group, the Gamboliers, which provides a good variation of American tunes.

The USS building offers a restaurant, souvenir shop, bar and cocktail lounge, barber shop, hotel accommodations, photos, money exchange, shoe shine and post office among other flourishing enterprises. No Waldorf Astoria, of course, but a pleasant spot to be when you're 10,000 miles from home.

Here since 1947 is L. W. Snedaker and his wife, who were formerly with the USS in Kobe, and they really give the men a good deal, visiting many in the hospitals and providing similar kindnesses otherwise unavailable.

The beauty of it all is that all are treated alike with no favors for licensed men as against unlicensed personnel. And nobody presses you to buy lots of liquor, food or the other sidelines customary in other spots.

Luis A. Ramirez

## Make Yule Sick Call Cheerier



Trio of hospitalized Seafarers at Savannah USPHS happily waves \$25 sick benefit bonus after getting it Christmas. Pictured (l-r): H. S. Neidlinger, John Travaglini, and E. L. Hodges.



# Del Sudders Nine Wins; Now Tops Gaucho League



Victorious Del Sud nine after game with SS Brazil, latest in string of wins piled up by Delta line crew. The charming young miss in foreground is the good luck charm of the SIU team.

Buenos Aires—The undefeated Del Sud "Rebels" baseball team continued its winning ways by taking a determined SS Brazil (Moore-Mac) aggregation over the jumps, 14-9. Scene of the contest was the plush Gimnasia y Esgrima Club at Palermo.

The "Rebels" who, just the week before had edged the powerful Gimnasia nine in extra innings, 7-6, were off form but managed to coast in.

Off to a fast start by scoring four markers in the first inning, the Del Sud squad never lost the lead thereafter by maintaining a comfortable margin in the run column.

Hal Ebby, veteran southpaw, started on the mound for the Del Sud and put in an effective job despite some loose playing by his mates. He got into trouble in the fifth frame, however and the hurling chores were taken over by Harry "The Cat" Hastings, manager of the Delta vessel's nine. Hastings, although off form, and further thrown off by additional miscues behind him, managed to keep the Brazil batters in check. The losers utilized three twirlers.

"The Cat," incidentally, was the hero of the previous week's contest by blasting a game-winning homer over the left field fence.

Ray Jones and "Sonny" Catalano alternated behind the plate and at first base in order to foil the heat of the day. Both are equally adept at either position and dangerous men up at the plate as well. "Sonny" made a bid for a four-bagger by pulling a powerful drive to deep left center which was literally snatched right off the far barrier.

Although the "Rebels" defense played a choppy game in the infield, the boys in the outer pastures did well for themselves. "Frenchy" Blanchard and Ken Candetta played a bang-up game, pulling down some really hard-hit balls.

In contrast to the Mooremac squad, which had little success in its attempts to pick up extra bases, the Del Sud men again played an aggressive game on the basepaths, pilfering bases almost at will.

A sidelight to the contest was the effort by the Brazil hands to

## Wanted: Your Ship Minutes

Readers will note that ship minutes in this issue are printed in smaller type, enabling the use of much more news of shipboard meetings. As part of the effort to make the LOG a bigger and better paper in every way, Seafarers are urged to be sure to send ship minutes to headquarters so that they can be reported to the full membership.

add a little confusion by talking it up in Spanish to throw the "Rebels" off, but it was to no avail.

After the game, a large smorgasbord was set up, and needless to say, a merry time was had by all. The thanks of both teams goes out to Alberto Kaufman of the Gimnasia y Esgrima Club who handled all the arrangements.

# The Call Of The Sea Is Bringing 'em Back

The call of the sea is getting louder for one brother, George John, who sailed out of New Orleans for several years, is now living one block from Broadway and attending college. He's soon to receive his degree . . . Dick Grant is no longer on the Puerto Rico. He's the new manager of the SIU cafeteria at headquarters.

Those having difficulties with their speech (stuttering and stammering) might take a crack at the training offered at the School of Speech Correction, 61 Irving Place, N.Y.C. A good deal for those who need it . . . Mike Rossi paid us a visit recently and he said we have everything in the building except a swimming pool. The next time he comes around, we'll refer him to the Hotel St. George.



Rossi

Joe Pacheco and Myles Stern back on the Island run. Myles was showing the charming Mrs. Stern around the new building . . . Ray Usera a proud expectant father. He expects the bundle of joy sometime in June . . . For 10 months Edward Glazder stayed on the Government Camp with stopovers at Iceland and Germany. The rest of the time was coastwise.

The Del Mar has had a streak of bad breaks in the past. Let's hope 1952 will bring her smooth sailing. . . . Bob Garn, boson on a Liberty, stopped over in the N.Y. for a few days, but he's pining for the wife back in New Orleans.

Pete De Vries has just joined the crew of the PR. Pete left New Orleans and went to Pennsylvania to see his teen-age daughter. He brought her up to New York for the holidays and showed her a grand time by staying at one of the swankiest hotels and seeing some top shows. She was the happiest kid in town . . . Brother

## LOG-A-RHYTHMS: Credo

By Jimmie C. Arnold

("I must confess my hands are more accustomed to a marlinspike and a paintbrush than a typewriter," Brother Arnold notes with apparent misgivings. We think his poem exceeds his expectations.—Ed.)

Back again 'tween sky and sea  
Where always I long to be,  
Solitude like the rarest wine  
Creeping through these veins of mine.

Sick of shore, its worry 'n' strife  
My mistress, the soothing sea,  
Restores my ebbing life.

Never may ships cease to ply  
Those near-forgotten trails,  
The world is slowly passing by  
Where you find simple pleasures  
That never will change:  
A cheerful glass, friendly maid  
Then back to sea again.

When my last articles are broken  
And stiff and cold I lie,  
Sew me in my canvas shroud  
And gently lower me overside.  
Shed no tears for my base remains  
Have a drink, say a toast  
If but this I can claim  
"As he lived, so he died  
"In a seamanlike manner  
"Bolstered by a seaman's pride."

Mercado is tired of working ashore, we hear. He first worked as a driving instructor and then as a cabbie. But he says the public is too hard to please, so back to sea he goes.

Tom Keenan made a resolution for the new year. He's through with love and that goes for the senioritas in the islands too . . . Vic D'India back on the "Sea Beach Express," which is a sand dredge operating out of Newark to Coney Island.

The N.Y. hall is packed with men now but there's no trouble shipping out. "Mush" Siegal leaving his ship for a check-up. He's having a little trouble with an old head wound . . . Allan McDonald and the missus played shuffleboard here in the new hall during a visit and the fair sex came out best.

"Tiny" Mease blew his top when he had four blowouts on his car within an hour recently . . . After working ashore as a scrap dealer in Boston for a couple of years, and doing very well, Walter Rigby must have caught a whiff of salt air. He's back at sea on his way to the Far East.

Salty Dick

## Safety Squad



Safety's the keynote on Young America. J. Fisher and M. Tindell help emphasize it for the crew.

# The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

Next to the pin-hole camera that can be made with cardboard, a razor or a pin, the box camera is the simplest to operate and get excellent photos.

Get one whose film size makes a sizeable negative. If you are trying to save money there's no point in getting a 35mm job and spend a fortune making enlargements so that you can see what you've taken. Stay away from anything that gives you a negative smaller than 2 1/4 x 2 1/4 inches unless you have the money to blow up each negative. If the camera takes other than a 2 1/4-inch square negative make sure that it can take both horizontal and vertical photos. This means that it must have two view finders, one for the horizontal and one for the vertical view. Use the horizontal and longer side of your film area for large groups and views and the narrow side for photos of individuals and small groups. Your negatives area will thus be utilized more efficiently.

Some box cameras have means for varying the opening in the lens. This is usually in the form of a small plate with holes of different sizes in it. The plate can be moved so that different sized holes come before the lens. This is necessary when using films of different speeds and under varying light conditions. If the small plate has three holes, the largest is usually marked f-16, the middle one is f-22 and the smallest is f-32. Under average light conditions use the largest opening, the middle one under very bright conditions, and the smallest under brilliant light on water or beach where reflected light is being added to the subject you are shooting.

If the camera is so constructed that filters can be attached, so much better. A medium yellow filter known as K-2 is fine for general work. A filter's major purpose is to absorb some of the blue of the sky so that the whiteness of the clouds stand out better. At some later date we will devote more space to the use of filters of other colors. For beginners the medium yellow will do fine.

If you can afford an extra buck or so, it's a good idea to have a built in flash attachment in the box camera. The flash gun does not have to be purchased immediately. Master the camera without any gadgets before you start to fool around with flash.

Make sure that the camera has a threaded insert in the body of the box so that the camera can be mounted on a tripod when a steady rest is needed for time exposures.

It is important that the camera can take time exposures for indoor shooting without flash. There are times then you may want natural lighting, as weak as it may be for special effects. A camera thus equipped will either have "Bulb" or "Time" marked on the shutter. On the bulb setting the shutter remains open as long as the shutter lever is depressed and closes when you release the lever. On the time setting one push of the lever opens the shutter and it stays open until another push closes it. Time on the camera makes it possible to leave the camera, and this is very handy for very long exposures. Some night shots may run as long as 30 seconds and longer.

Let's review these points. A serviceable box camera should:

1. Use 120 to 620 film giving 8 photos 2 1/4 x 3 1/4 or 12 photos that are 2 1/4 square.
2. Have time and bulb for making time exposures.
3. Have adjustable openings for controlling the amount of light entering the lens.
4. Take both horizontal and vertical photos and include view finders for accurately viewing what is included.
5. Have means for attaching and using a flash gun.
6. Have a way of placing filters in front of the lens.
7. Have a threaded insert so that the camera may be mounted on a tripod.

# Quiz Corner

(Test your wits on these puzzlers. Answers on page 22.)

- (1) The name of the airplane used by Charles Lindbergh in his 1927 solo flight across the Atlantic was the (Kitty Hawk), (Spirit of St. Louis), (Winnie Mae), (Independence)?
- (2) You be the judge. If the husband of a flirtatious wife sees a wolf making passes at her, must he warn her of her danger?
- (3) Only one member of a college class came up with the answer to this poser in one minute. Try it! Tom said to Jack, "Give me one of your cows and I'll have twice as many as you." Jack replied, "It would be fairer for you to give me one of your cows, for then we'd be even." How many did each have?
- (4) Who is the former world's heavyweight champ of the thirties who is still making headlines today as a wrestler?
- (5) Where is "Anna" not a girl's name, but a unit of money (Brazil), (South Africa), (India), (Denmark)?
- (6) A man, when asked whose picture he was looking at, replied: "Brothers and sisters I had none But that man's father was my father's son." Who was the person in the picture?
- (7) The islands in the Pacific named originally after the Earl of Sandwich are now known by what name?
- (8) A and B can complete a piece of work in three days. A can do it alone in four days. How many days would it take B to do it alone?
- (9) Low, formless dark clouds (nimbo-stratus) usually indicate (clear weather), (a possible thunderstorm), (continuous rain or snow), (cold front)?
- (10) The point O' latitude and O' longitude is roughly near (Liberia), (Marshall Islands), (Cape Horn), (Newfoundland)?

## Can Whistle at Senoritas In Their Own Language Now



"Repita Usted" is the by-word these days aboard cruise ship Del Norte, whose crewmen have pooled talents to learn the language of their Latin ports of call. With chief steward Bill Kaiser (the three-striper) as prof, and Spanish linguaphone records, the boys in the class have made dandy progress.

## Twelve-Day Leave . . . A Short Story

(The following short story was written by a Seafarer who, though he enjoys seeing his work in print, prefers to remain anonymous.)

She was heading into the wind at a slow rolling pace, while the lights of the great city were shining bright against the morning sky.

I guess no one, including myself, slept very much that night. Here was the city, here was America.

The Brickside, as I will call her, was one of those ships the Navy never dared build; but this was war, an all-out war, and because of this the Brickside was drafted into the Naval Service.

I was talking to Steve the morning we were coming into port. He was just relieved of his watch, and came up on deck to see the lights and how much farther we had to go.

"Steve, you must have a pretty good sum coming to you. I noticed most of your dough was left riding on the books. I can assure you a lot of others wish they had done the same. Almost two years without a decent liberty and some of them are coming home broke."

The morning air was becoming a bit chilly, and Steve pulled on the collar of his jacket closer to his neck.

"The only reason I saved that money was to be sure I could make it home when we got back. My mom kept telling me to hurry home in every one of her letters and that's what I intend to do."

### Straight Course

"That's the spirit kid," I told him. "Don't you listen to any of those would-be old salts. Keep clear of the joints and you'll be all right. I'm going to hit the sack. See you later, Steve."

That morning the Brickside an-

chored out in the harbor awaiting a berth and finally that afternoon she tied up portside to, to America. The first section of a three-section leave group was posted.

Steve's face beamed when he was included in the first group, starting the next morning at 11:30 and for twelve days afterwards. He was soon ready to go, but before he did he came to bid me goodbye. With a sharp salute off he went down the gangway. The days went by fast and the day came when the first group was due back and the second to leave. I noticed Steve coming up the gangway and I was rather anxious to ask him how he had spent his leave. I called—but no response.

I caught up with him and asked what was the idea in pretending not to hear me. He said he was sorry and wasn't feeling any too well and was going to bed. I noticed something was wrong and begged him to spill it, but no dice.

I couldn't hang around much longer for I had my own bags to pack. I, too, was anxious to get off this bucket of rust. Before I did, I thought I'd better take another look at Steve. I was along side of his bunk and talking, but no answer.

The kid was faking a sleep but I knew he couldn't be because I was dead sure I heard a couple of sobs coming from under that

blanket. I pulled the blanket down and told him outright: Come on, kid, spill it. What's wrong? Come on talk.

"I was dead set on going home," Steve began, "when I arrived at the depot, I found I had a couple of hours to wait and decided to see some of the city. I walked in this bar for just one beer. I'm drinking my beer when I see her at the other end of the bar. She's nice-looking, real nice but I never fooled around like some of the other boys. So I turn the other way because I start feeling funny all over."

### X-Ray Eyes

"I know the type, Steve. Those babes with the X-ray eyes. She saw right through your wallet and started working her way closer to you. Am I right?"

"Yes, Red, but how did you know?"

"Forget it, keep telling your story."

"It's not long before we are talking and I tell her how it's my first Statewide liberty in almost two years. After that she cracks one of those jokes that makes you forget train schedules. I'm not going to go into details, but no doubt you can guess the rest.

"She keeps talking, I keep drinking and before long she suggests her apartment. I wake up the next day with an awful headache, alone. I feel for my wallet, pull it out and find she was rotten enough to leave me a couple of bucks. Too broke to get home and too ashamed to return to the ship, I spent my leave at the USO and canteens, mostly crying my heart out."

I was worried, for I knew the kid would never be the same and another trip out would go hard on him. I patted Steve on the shoulders and told him not to worry. I spoke to the Executive Office. Finally after arrangements were made, where I would take over all of his duties, I had it fixed for Steve to take his leave.

"Look Steve, here's some money to make it home. Be certain your on that train and give my regards to your Mom."

That afternoon I sent a telegram. —Leave which was expected has been cancelled. Sorry I hurt you, Dear. Fray it won't be too long. I love you.

Your loving husband, Red.—  
(Name withheld.)

## The SPORTS LINE

By Spike Marlin

It's a good thing that there's a hot stove league, because January's a bum month for sports. Football is a thing of the past, baseball just a warm weather dream. The boxing promoters are talking big about outdoor bouts in the spring and golfers are practicing new swings behind locked bedroom doors. All there is to do is watch the elongated rubber bands bounce around the basketball court or hockey players battle their way to the usual tie. Some ambitious people are out on skis, fracturing ankles and coccyges in the process (that's the tail end of your spine, son).

Things being dull all over, we'll scan the sports scene for some personal observations and prophecies. Here's a few samples:

Sports writers should have their heads examined. The last three years running they've selected the wrong man for the American League's Most Valuable Player award. In 1949 Rizzuto was the best but Williams got the duke, although he helped kick away the pennant the last two days of the season. Rizzuto grabbed the award a year late in 1950, when he was well below his '49 form. Berra, who deserved it, was shut out. The Yogi was a big disappointment last year, so they voted him the award, while Allie Reynolds, the top man, didn't even come close. Perhaps the players or the managers should select the MVP from here on in.

Ralph Kiner hits lots of home runs, but what else can he do?

Who wouldn't want to swap him for Musial?

With Ray Robinson beginning to fade, Kid Gavilan looms as the cream of the boxing crop—when he feels like fighting. The Cuban could give Ray a very good run for his money right now.

Brooklyn's Duke Snider is one of the most overrated players in baseball. Tommy Byrne of the Browns has the best curve ball anywhere.

The guy who should be welter-weight champ, but isn't is Tony Janiro. He has the most talent, but the least resistance to beef and bourbon, especially the latter.

Billy Pierce of the White Sox is our best bet for winning twenty games next year. You would be hard put to find a better lefthander.

When all is said and done about scholarships and under the table payments etc. to football players, you really gotta enjoy the game to play it—all the money notwithstanding.

We often wonder who supports tennis players while they swat the ball around in England, Egypt, Australia, the Riviera, India and other assorted places.

We've never seen the Olympic games produce anything but International ill-will.

The 60-yard dash rated as the "Most Idiotic Pastime" until the roller derby came along.

Who remembers when people had arguments about Medwick vs. DiMaggio? Or for that matter, Gordon vs. Doerr?

## Tragic End for 2 SIU Men

The advent of the new year marked the final departure of two Seafarers, reports to the LOG revealed.

Donald Emory Sammon, 32, and Otto Lorey, 56, both passed away aboard their respective ships in December.

Brother Sammon, AB, born in Florida, was last on the Ocean C (Ocean Transportation) tied up at the bauxite docks in Baton Rouge, La. With pay-off due the next day, he went ashore with some friends December 23 and apparently returned to the ship about midnight. Crewman Stanley White, ship's delegate, reports he heard a noise like something heavy falling into the water and later learned a seaman was overboard. A search between the dock and ship produced no trace of him and five days after-

ward his body still had not been found.

A member of the SIU since December, 1938, Sammon made his home in Sarasota, Fla. He is survived by his mother.

The departure of Brother Lorey was no less tragic. A board the Ames Victory (Victory Carriers) as a bedroom steward, he had passed away during the night, a fact discovered when he failed to wake up with the rest of the stewards' department when awakened by the 4-8 standby the morning of December 4.

An SIU member since 1947, he also had been sailing in engine rates prior to becoming a Seafarer. He was buried at sea that same day in accordance with the request of his sister. His survivors also include a brother, William, of Rockland, Long Island.

## Seafarer Blood Brother To Texas Wooden Indian

"Brotherhood of the Sea" takes in a lot of territory for Seafarer Joe Sodolski. An AB on the Cities Service tanker Royal Oak, Joe carries the brotherhood theme all over—even to a dusky cigar store Indian stand-guard in a Texas bar.

Having sailed for over 20 years, Joe has picked up a lot of friends, not the least of which is the stolid Chief who graces the portals of the Longhorn Bar in Galveston.

Known near and far by the name Joe Tomatoes, Sodolski recently won mention in the Galveston News for his years of kindness to the Chief, whose five-foot, 11-inch frame has been marred by the pranks of many an imbiber.



Sodolski

The proprietor and patrons of the ginmill have attested to Joe's noble spirit whenever he meets up with this Indian friend. Some have been shocked on occasion to see him chatting amiably with his pal, but onlookers insist that Joe always treats the timber Redskin like a gentleman. He may of course use the Indian's skull for a hat-rack, but this is as far as he goes in overstepping the line of propriety.

It is further agreed that Joe, besides being the sole patron to treat the Indian gently, believes the Chief is alive. If you had seen him talking it up with the Chief the other night, you'd believe it too.

## How Libertys Were Named

The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

**August Belmont (South Atlantic).** Banker (1816-1890). Austrian-born, he established a banking concern after coming to the US in 1837. A naturalized citizen, he was consul general for Austria in the US and later American minister to the Netherlands.

**Thomas J. Rusk (Alcoa).** Statesman (1803-57). Born in South Carolina, he became an outstanding figure in Texas history until it became a state. Secretary of War and commander of an army group in the war for independence from

Mexico, he was president of the convention urging annexation with the US and later a US Senator.

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**Nathaniel Currier (Waterman).** Lithographer (1813-88). Born in Roxbury, Mass., he opened a lithograph business in New York and in 1834 issued the first of what is now known as the Currier & Ives prints, titled "News of Merchant Exchanges." (Ives was a partner.)

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**Adoniram Judson (Alcoa).** Clergyman (1788-1850). Born in Malden, Mass., and educated at Brown and Andover, he was a founder of the American Board of Commissioners for Foreign Ministers and a leading figure in the early Christian missionary movement in Asia. He was chiefly known for his work as a Baptist missionary in Burma.

## Uncle Otto 'One Wonderful Man'

To the Editor:

I am very proud to read the LOG as my son is a member of the SIU. I read about Uncle Otto (Dec. 14) and am very sorry to hear of his trouble.

Uncle Otto was at my house on two trips he made to Charleston and what he told my son was right because Bill has been going at sea for five years now in the stewards department.

I'd like to remind Otto about the good times we had here in Charleston (Boston, Mass.) because I think he is one of the nicest men I have met in a long time.

During the war I asked him what he would do if the ship got torpedoed and he said he would lock himself up in the refrigerator. Then at least he would have enough to eat down there, he said. He must have loved the sea.

Please print this letter if you can. I had to say a word about a wonderful man. The children and I send him our very best and wish him and all of you a happy new year.

Martin Costin

~ ~ ~

## Seamar Steward Does a Fine Job

To the Editor:

Having just made the coastwise run and back on the Seamar, one of Calmar's ore boats, I want to say a few words of praise for the ship's crew and especially for the steward who was a 100-percent union man.

We crewed up this ship from Baltimore, went through the canal and up

the West Coast and back, getting off in New York just in time to wish everybody at headquarters a Happy New Year. It was a good trip with a fine crew, and that goes for the mate and the engineers, too. The steward did a swell job and made it a pleasant trip for all hands.

Archie Wright

~ ~ ~

## Real Memorial Is SIU Record

To the Editor:

I was looking over our headquarters building and I came to this conclusion. It is a wonderful memorial for the members, both present and past, and proves that all our struggles were not in vain.

To describe the new hall on paper is really something impossible; it has to be seen to be understood and enjoyed. True it is very modern and beautiful, but it stands as a memorial to what union labor and management can achieve.

We all know the trouble we had obtaining our present day contracts, welfare protection, vacation plan and other benefits and now they are down in black and white. How did this come about?

Well, we are a democratic union and we crew the ships with men that try to run the ships to the best of their ability, and live up to the law and order of the sea, as well as the contracts of our Union that we work under by our own choice.

We don't profess to know it all, and we don't try to force the will of a few on the backs of the many. But we do respect each for his ability to act as a man and conduct himself as such, not as a tool of some foreign dictator or other hidden power.

We have officials who help us in any capacity within their means when help is most needed.

Our rank and file brothers audit the books, and the reports and

earnings are posted in the main hall for inspection anytime.

Our welfare fund is growing every day and we all hope it will continue to grow, so that all can be protected to even greater extent than now.

All the benefits that we have achieved, as to wages, contracts, vacations and welfare are the part of the Union that is the memorial of the SIU.

That is what the building stands for. As for the marble, tile and stone, they have no life, no welfare, no benefits, nothing except the union which they surround and protect. I hope that in the future the walls of today are too small for the union of tomorrow.

Charles J. Hartman

~ ~ ~

## Care for Injured Wiper Applauded

To the Editor:

The crew of the Steel Chemist (Isthmian) highly commends Chief Engineer Leonard Wilson for the devotion and care given to Homer Gills, wiper, who was injured aboard ship. Gills was struck in the eye with a wrench while cleaning the floor plates with an electric brush.

The chief gave up his bed to the wiper and did everything possible to make him comfortable until he could be put off in the Azores for hospitalization.

A small fund was collected within the engine department for a missionary nurse on board who also administered medical aid to the injured man day and night, in addition to feeding and washing him to make everything easy until he could be put ashore.

J. D. Croker

Ship's delegate

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## Smoking on Oil Ship Is No Joke

To the Editor:

Had a little discussion aboard the Seathunder (Colonial) which can't be repeated often enough on an oil ship.

The subject of smoking on deck came up and for the benefit of new men, the rules were strongly emphasized once again. New men were cautioned to confine smoking to oil-clear areas of the ship and to steer away from spaces where gas fumes might make a spark somewhat dangerous.

The membership has voted that this subject be treated at every shipboard meeting so that newcomers to the trade will become acquainted with the proper places for smoking on tankers.

C. R. Jackson

~ ~ ~

## Union Newcomer Owes Big Debt

To the Editor:

The new LOG speaks for itself. It's greatly improved, easier to read and shows a professional touch. We of the Seacomet (Colonial) like it.

Our Union is new, too, and came into its position of leadership because its foundation was laid by the unlimited sacrifice of men with know-how. It is therefore up to those who have found top pay, home-like atmosphere and tops in working conditions without any personal effort to hold SIU standards high and with respect and appreciation.

The strength of the Union lies in the efficiency of its men. To err is human, but to not do as well as you know how is unpardonable. It is up to all of us to be motivated not only by our own initiative, but by our intelligent understanding of the improvements sought by our representatives and leaders.

John S. Williams

# • L E T T E R S •

## New LOG a Hit Aboard Trinity

To the Editor:

The first new LOG has been received aboard the Trinity (Carras), and speaking for the crew and myself, let me say that the new paper is a fine conception of what the fellows want.

Particular praise has been made on the change in port reports, that is, the briefing of port minutes into an interesting account of things happening in the ports of call and not the dull routine that used to make them uninteresting.

The change in the presentation of ship's minutes is also a welcome one because it permits the publication of more of these. These are important because many of the brothers come up with some fine changes and ideas through them.

Personally speaking, I'd like to see a section, not too large, about educational books such as the "Encyclopedia of Fancy Rope Work," by Raoul Graumont and John Hensel. Ditto for something like "The Mature Mind" by H. A. Overstreet. There are a good many of our fellow seamen who like this type of deep reading and most always ask the ship's delegate to have them added to the ship's library since the American Merchant Marine Library Assn. doesn't seem to carry books of that nature.

I think if the members came across them in the LOG, we'd have the book stores working overtime. Many thanks for the kindness of the brothers who sent the crew season's greetings from Port Arthur, Texas. We'll be back that way again real soon.

Rocky Milton

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## GI Doesn't Want To Lag on News

To the Editor:

I'm enclosing my address as I'm hoping you will send the LOG. I don't want to get too far behind on the news. Besides, I expect to be back at the SIU hall to get a shipping card as soon as I get my discharge.

They've got me working in a port company, so I meet some SIU ships in here. I've met a couple of buddies I used to sail with and it sure felt good to get a couple of good meals for a change.

Pvt. Edgard Nelson

US 51104898

14th Transport Bn.

APO 59, c/o PM

San Francisco, Calif.

(Ed. Note: Brother Nelson's letter bore a Munsan, Korea dateline. He'll get the LOG pronto.)

~ ~ ~

## Don't Lose Pass When in Germany

To the Editor:

I would like to bring to your attention the situation regarding passes in Germany. We aboard the Western Farmer (Western Navigation) have found out the hard way that if you lose them, the German police tag you with a fine of 20 marks or five bucks.

The wiper lost his and after the old man called him up to pay the fine, he came to me and asked me what could be done. I saw the old man and asked how come you can be fined if it doesn't say anything on the pass about it. He explained it's a German law.

I told the wiper to refuse to pay as I think this is some kind of racket. The agent went ashore then, as we were to sail soon, but showed up in the locks with the

Coast Guard and police. The Coast Guard said we had to pay because it's the law and the only way to beat this thing is to have our unions protest against it.

This officer claimed he was trying to do away with the law and needs some outside help. He said if we would yell loud and long enough we could have this law done away with. Well, we're yelling.

So if you want to be \$5 richer, don't lose your pass in Germany while they have this phony law.

Frank J. Shandl

Ship's delegate

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## All's Well With The Seathunder

To the Editor:

I'm a crewmember of the SS Seathunder (Colonial) and I'd like to take this opportunity to tell you a little about our wonderful ship and crew.

And we really have a wonderful crew. The same goes for the officers above and below deck, the black gang, the deck department, and last but not least the stewards department headed by Charlie Jackson.

We've had some wonderful times aboard here also. My mouth is still watering at the thought of the fine Thanksgiving dinner we had while we were in the shipyard for repairs in Baltimore.

We are now in the Mediterranean, one day out of Genoa. We passed the Rock of Gibraltar two days ago but couldn't see the Prudential sign as it was kind of foggy.

Our ship's delegate is Frenchy LeBlanc, with Red Inman, deck, Jacob A. Otreba, engine, and Smitly Smith, steward, the department representatives.

I'd also like to add that you couldn't find a better skipper than Captain J. E. Mosely. He not only has great ability in seamanship, but he is very understanding as far as human nature is concerned.

Best wishes from this crew.

Abe Rosen

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## The Lady Finds New LOG Swell

To the Editor:

I am writing to tell you the new LOG is swell.

Of course this is only a woman's view, but I am sure the Seafarers all like it as well.

Thank you, by the way, for publishing the "personal" I requested.

Mrs. Gabrielle Umsted

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## Hail Boston SIU Blood Donor Aid

To the Editor:

We had a heartwarming experience here in Boston which I'm sure all the boys would like to hear about.

It all started with Mrs. Sarah Molloy being in the hospital and needing blood. Her daughter, married to one of our men, called to find out if we could help her out in any way. Easy as pie, we asked the men at the hall and got five to go. Seems only three were needed so we got them in a cab and sent them to the hospital.

Well, when the lady got out she sent us a nice card and donation for the LOG. She also called me to tell how thankful she was, and from her voice I gathered she was a "youngster" in her 70's. I told her it must be the Irish in her that keeps her going.

She tells me she's not Irish. Well she's part Irish now, I replied, as two of the blood donors we sent up were Irishmen. She had quite a laugh out of it and is well on the mend now.

James Sheehan

Port Agent

## Turkey Day Feed Was a Whopper

To the Editor:

It sure was a pleasure to ship on the Bradford Island (Cities Service) the last trip. We have a swell stewards department, and believe it or not, a perfect chief cook and an excellent second cook and baker.

Stew and his entire department really went all-out for Thanksgiving. At 10 AM coffee-time, they put out an eggnog that couldn't be beat in any bar, plus a smorgasbord to go with it.

The day's menus included: assorted nuts, hard candy, stuffed celery, olives, radishes, green onions, oyster stew, roast turkey with giblet gravy, oyster stuffing, cranberry sauce, roast prime ribs of beef au jus, baked Virginia ham, parkerhouse rolls, cloverleaf rolls, candied yams, buttered broccoli, whole corn, mashed potatoes, pumpkin pie, mince meat pie, coconut cream pie, plum pudding with rum sauce, chiffon cake, fruit cake, ice cream, assorted cookies, the whole works and then some.

After reading this, we hope some of our Union brothers will take heed and try to do likewise. If this can be done on a CS ship, it can be done on any of our contracted ships.

Crew, Bradford Island

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## Hails Crackdown On Ships' Agents

To the Editor:

I read about the Union's crackdown on company agents who give the business to the sick men in foreign ports and all I can say is, "hit 'em again, harder." I had the misfortune to be stranded on the beach once a long way from home. Believe me, once those company agents get out of range of the Union patrolman they drop that "we love the Union" stuff quick, and give you a worse kicking around than they would to a hound dog who lost the scent on a fat raccoon.

It just goes to show that these guys only behave when the Union is breathing down their necks like the old schoolteacher I once had back home. It's a good thing that we have the kind of Union that's right in there with these broken field artists and got them taped before they'd start otherwise they would run hog-wild over you and me and everybody else that sails for a living. Brother, when I was over that other side with a bum leg so that I could hardly walk they had me flat on my back and would do me a big favor by throwing me a fiver even though I had money coming to me.

T. J. Sugsbee

~ ~ ~

## Abiqua Chow Has Harry Drooling

To the Editor:

Who was it said that "the way to a man's heart was through his stomach?" Brothers, this dood it!

We've had some real humdingers for holiday meals on the Abiqua (Cities Service), but Tony Franz really outdid himself this trip. This is the best feeding ship out of Skeeter Gulch.

Harry R. Crabtree

Ship's delegate

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## Oceanstar Crew Lauds Skipper

To the Editor:

The crew of the SS Oceanstar (Triton) wishes to commend the skipper on this vessel as a pretty good guy.

We especially appreciate the way in which Captain Pierres has treated all the men aboard. We have found him to be just in all his dealings with us on SIU and other matters.

Charles F. Dwyer

Ship's delegate

**Rated Seafarer Seeks Discharge**

To the Editor:

Noticed an article in the LOG (Nov. 2) on an AB who was discharged from the army. I'd like to know the procedure necessary.

I was drafted in November '50, though sailing at the time on a Navy tanker hauling jet fuel to Japan. My endorsements include electrician, oiler, fireman, and water-tender. My total sea time is 30 months, 24 as a rated man. However, I don't have a "continuous service" discharge. Please advise.

Cpl. Gerald Heiner  
US 56080991  
Co. H, 34th Inf.  
APO 50, c/o PM  
San Francisco, Calif.

(Ed. Note: Your letter has been turned over to headquarters and they will inform you of the proper procedure.)

**De Pauw Victory A Happy Family**

To the Editor:

Everything's running in order with the DePauw Victory (South Atlantic). We had a grand Christmas dinner which the boys are all writing home about.

Jack Denley tried his hand at poetry in a little verse about our mess boy, George Smith, to wit:

He is a good Joe  
And never slow,  
When he gets your order  
He is ready to go,  
He's not tall

But he's sure on the ball.

We had steward George Dackn to thank for the fine yuletide spread, in addition to chief cook Mike Sorensen and baker Carl Jordon. We also had a Xmas tree cared for by chief electrician George Wass and his helper, Nick Leone, and "sparks" gave us all the news about the new year. Our little feline mascot even had an extra feed for the holiday, so things are going really well.

Felix Aponte

**Reader Asks Data On Sea Customs**

To the Editor:

I am endeavoring to assemble material on the origin and observance of sea traditions and am writing to ask if you could help me in my research.

Thus, I would like to bring my quest to the notice of your readers. I am an ex-member of the British Merchant Service and was in the air-sea rescue branch of the Royal Australian Air Force during the last war.

As a matter of fact, I was in charge of the rescue launch which picked up 40 members of the crew of the US ship Coast Farmer, torpedoed off Jervis Bay, New South Wales, in July, 1942. We picked up the men about 35 miles off the coast, 38 of them in a lifeboat and two on a raft. Before I went to sea I was a journalist and returned to journalism when I came ashore. I still have a deep love of the sea.

Impressed by Sea

In the past couple of years I have been impressed at the little that is known about the traditions and customs of the merchant services and I thought I would endeavor to collect this information. There are also countless port traditions—I would draw your attention to English port customs in this regard—and it is most likely that US seamen and US ports observe traditions of which little is known in other parts of the world.

The information I seek is the nature of the traditional observance,

how it originated, when, the people who participate and so on. The information would be applicable to merchant seamen, men of the USN and fishermen.

I should be most grateful for any assistance you can give me and I offer you my thanks in advance.

F. C. Rhodes

(Ed. Note: Seafarers can contact Mr. Rhodes directly, c/o The Gosford Times, P. O. Box 71, Gosford, NSW, Australia.)

**Doing Work Well Very Important**

To the Editor:

This is the first time I've written to the LOG, but I believe it is a good practice to let our membership know the importance of keeping our Union spirit alive. (I am on the SS John S. Mosby.)

I remember years ago when I joined the SIU the pay and working conditions were miserable. At the present time, however, we have the best contract in the whole industry, thanks to the officials and general membership who have helped build this strong organization of ours.

Therefore, we are all under an obligation to help and give full support to our Union. It is important that every individual do his best. By doing so, we are all gaining greater respect for ourselves and for our organization.

Whenever some one takes unauthorized time off or turns to gassed up, he is creating danger for all hands. Good discipline and correct watch standing are also important, as bad practices in this regard should be stopped. Too often irresponsible characters go ashore, tank up and forget to come back to relieve a watch. They don't realize that their union brother has enough to do standing his own watch without having to fill in for him as well.

The guy who pretends he don't understand the contract or worse, don't give a damn about it, should wise up. There are better times to come. But we must give full support to our Union by doing our job well and observing our contract very closely for the benefit and welfare of all of us.

Evaristo Rosa

**Southstar Man On Voyage Home**

To the Editor:

Just a line to let my shipmates on the Southstar (South Atlantic) know that my leg is pretty well mended and that I'm due back soon in Jacksonville aboard the Anniston Victory.

A. R. Gordon

(Ed. Note: Gordon, messman, injured his leg in London.)

**Life on Lowery Running Smooth**

To the Editor:

So far we are having a very good trip. There has not been much rough weather except for a few occasional squalls and showers. We are trying to get the Robert Lowery (Bloomfield) in good shape and by the time we get to Bombay we hope to have a good bit done. The captain and all the officers are a swell bunch to work for, and we hope that the trip will continue this way.

We've been having a little discussion on the food aboard, and our chief cook has promised to do better. Stewards delegate Hugh D. Terrill noted that the third cook and chief steward were willing and ready to give him a lift on preparing some menus and meals. No kicks here otherwise.

Terrell McRamy

**India Port Same As Being at Sea**

To the Editor:

Here I am way down in India amongst all the Hindus, some 10,000 miles away from New Orleans where we signed on the good ship James Caldwell (Alcoa). We arrived in Ohka after about 44 days at sea with a load of grain, and rumor is we'll be here another two weeks.

Brother, what a port to be in! There is nothing whatsoever. No

dames, no movies, no souvenir shops—nothing but a village with about 1,500 people. There is another town about 16 miles from here with about 10,000 people that is supposed to be a little more civilized. I don't know about that yet.

We were supposed to go to Calcutta but our orders were changed and we were here for the holidays. That's the same as being out at sea.

This ship is a pretty clean vessel, more than most of these I've been on. Before crewing up, the whole ship was painted. It still needs a lot of chipping though due to the fact it was laid up in the boneyard. All in all, we are running this ship in true SIU style with all hands helping out. We have the cleanest laundry that I've seen in a long time because everyone works to keep it clean. After all it is our home as long as we are aboard her.

Blackie's the Whip

Among the brothers on this vessel, we have Blackie Bankston popping the whip as bosun and ship's delegate, Dusty Espalla as deck delegate, Whitey Nelson, Tex McCulloch, plus brothers Tucker and Gomez on deck.

In the greasy department, we have Eddie Blackman squirting the oil can and Handle-Bar Cassidy, who it is rumored will try to raise a mustache as long as the ship. Blackie Mason is with us as bull wiper.

Steward Woody Perkins does the honors, followed by Tommy Beatty, a darn good cook, and Jesus Fernandez as third. We also have one of the best bakers in the Gulf on here as night cook and baker, Ed Buckley. Yours truly is holding down his end as BR.

Quite a few new men aboard, doing a bang-up job to make this a pleasant voyage.

Spider Korolia

**Must Change \$\$ When in Trieste**

To the Editor:

We have just returned from a trip to Trieste on the James McHenry (Bloomfield) and while there picked up some information that may prove helpful to some of our brothers.

As ship's delegate I approached the captain about a draw a couple of days before arrival. He said he had no US money and that he would have to get local currency from the agent. I informed him this was a contract violation and he said "That's too bad, take it up with your union when you get back." He seemed to think he could make up for his deficiency in stature by throwing his weight around.

A couple of days after arrival he informed me it was US Army regulations that no US money be issued in Trieste. But, since US naval vessels and other merchant ships were being issued US money in port I decided to investigate. I went to the US Army Finance HQ

where I spoke to the Captain in charge. He told me that about 25% of the ships coming to Trieste had currency trouble, but the other 75% were issued US money and could avail themselves of the Army-owned and operated PX, Sugar Bowl, and Club 21, which by arrangement with the Maritime Commission and the US Army has been made available to merchant ship personnel.

He added that apparently the captain didn't have the crew's welfare in mind when he issued us nothing but Lire, as it was impossible to buy anything at the Army facilities unless you had scrip. This can only be obtained with US money.

He further stated that it was not illegal to have US money providing it was brought to the Army Finance office for exchange into scrip and/or Lire.

C. E. Miller

**How About Some Mail for Louis?**

To the Editor:

I am writing this letter to let you all know that I am thinking of you, and hope my old shipmates are in the best of health.

I'd have written before but I haven't had the chance until now. Anyway, I expect to be going back to sea soon, and would appreciate hearing from my old buddies.

If possible, how about putting me on the mailing list for the LOG?

Louis Kellar # 86953  
Box 69,  
London, Ohio

(Ed. Note: You're on!)

**Shinnecock Bay Trip No Joyride**

To the Editors:

It pays to share your experiences, boys, and having been on this packet, the Shinnecock Bay, for two trips, it's really been an experience. Hear my tale of woe.

This scow had been on the coal run out of Newport News and had really gone to pot. Little by little we got things done. We got the messrooms and some of the foc'sles and heads painted but they wouldn't do any more as it involved overtime. At the beginning of this trip we got new mattresses and checked the stores. As a result, we had better chow this trip than has been put out since Mar-Trade took over.

The chief mate is really a whopper from the old country. He had the watch on deck stowing lines and the stowaways doing overtime work. The engineers were using the stowaways for overtime work on Sundays and had the wiper paint during sanitary work.

We've stopped that alright, but I have a feeling they are only waiting for a chance to start something else. Most of this crew are new men and first trippers who don't savvy the score.

So, on a ship like this, everything depends on the few regular members setting a good example. Well, we had a bosun who really set an example. He had a man painting while the gang was topping gear and, as far as he's concerned, coffeetime never waq. In fact, while leaving Bermuda, he rushed out to take in the lines as soon as called without taking any coffee time at all. And the new guys trilled right after him.

Anyway, we have tried our best to make this an SIU ship. I hear the whole deck gang and "black gang" are getting off for Christmas, so it's going to be up to the new gang to keep pushing.

Good luck and greetings to all.

Allan S. Thorne  
Ship's delegate

**Had Amor Galore In Old Singapore**

To the Editors:

It seems like the crew sure hated to leave Singapore. With all the lovers on this ship the town was rocking and the boys had one swell time.

The Steel King (Isthmian) sure is an overtime ship this trip, but what the next one will be no one knows. You slave all day with this mate—he wants your blood, it seems. All he wants you to do is work every time he looks at you. He gives out overtime but brother how you have to do that work.

All members on these runs out in Far East had better be careful with their cigarettes in Saigon. The customs boys come around after a day or so and they grab the butts and whack you with rough fines. In most ports you can do well with your cigarettes and not have to make a draw. Hold on to all your American money because you can get a good deal in Singapore. The best two ports to hit out here, by the way, are Singapore and Penang.

Well, everyone says hello to the membership and officials and a happy new year to all. There is no other Union that can do what the SIU has done for its members. We're all glad about the way things are turning out for all of us.

Johnnie Hoogie  
Ship's delegate

**Many SIU Gains, '51 Review Shows**

To the Editor:

You sure bowled me over when I read the last LOG. Probably most of us forget or lose track of what the Union's been doing during the year's time and I guess I was one of those.

We just know what we're getting in our pockets most of the time and if we miss the LOG for some reason once or twice, we're really out of touch and don't know what's been happening. It's a good idea to run that feature of the year in review (Dec. 28) because it gives us a chance to set back and reflect on what those 12 months have meant to us, not just for today or tomorrow but for many years to come.

Things like the improvements in that welfare fund of ours, for example. Hell, I never knew half the things about that or the leaps and bounds with which the benefits have been improving in the quiet, efficient way the SIU operates. All that in a year?

Why, I bet some unions are still trying to get one of those funds for the puny benefits we had when the program started. Sure, I don't expect I'll have to worry about a death benefit for a while yet. But it's good to know the wife and kids can count on a \$2,500 lift when I'm gone. It used to be a thousand, I know.

Well, brother members, I know when this Union makes strides it makes them where they count. Keep letting us know what's going on because it's so easy to lose sight of things out here.

Gil Schap

**Family Hails SIU For Xmas Basket**

To the Editor:

I would like to thank the Seafarers Union and all the gentlemen who made it possible for the children and I to receive a Christmas basket this year.

We greatly appreciate your kindness. I'm sure you have made a great many people happy this past Christmas. I'm sure sorry this thank-you letter was delayed. My aunt passed away on December 26. I'm sure you understand.

Mrs. Theresa James

# On the Job

There used to be a time when the adjective "little" was automatically attached to cargo carriers. That still holds true to a great degree, but new developments in shipbuilding promise to change all that. Freighters, and to a lesser extent, tankers and ore carriers were limited in size for various reasons, among the most important being the problem of propulsion. The big ships were all luxury passenger liners, which could afford to devote as much space as was needed to get the necessary power and speed. Modern marine engines, giving more power in proportionately less space, are helping to make possible expansion in the size of cargo ships.

While we don't have any cargo ships under construction which can match the Queen Mary, the trend today is toward much larger vessels, or faster ships, sometimes both. In both cases the shipowners' objective is plain—to carry more cargo at less cost. Even if no greater speed is built into these vessels the increase in cargo carrying capacity means a considerable saving for the operator.

The shipowner will save in another way too. The size of the crew does not increase in proportion to the greater size of the ship. Bigger ships, and faster ships could pose an employment problem for seamen. At the same time, the smaller Libertys and other ships in our merchant fleet are rapidly becoming obsolete and if US shipping is to survive at all in tough international competition it has to face up to the modernization of its vessels. Then again, new ships will provide far better sleeping, eating and recreational facilities for the crew's comfort, as well as incorporating new developments which will help make maintenance and navigation easier.

It is well known that the Mariner class freighters now on the ways are larger and faster than the wartime Libertys and Victories which make up so large a part of our fleet. They are supposed to develop up to 25 knots and weigh 12 to 14,000 tons deadweight. But these general cargo ships are dwarfed by tankers, under construction or planned, which will go as high as 35,000 to 40,000 tons. They shrink further in comparison to proposed ocean-going ore boats, which may some day be built as large as 50,000 tons, putting them in a class with the very largest of passenger liners.

Giant tankers are under construction in several countries. Japan has some 38,000 tonners in the process. British shipyards are working on several behemoths of 28,000 tons and two such monsters are under construction in this country at the Sun Shipbuilding yards. The American vessels are 640 feet long and have a cargo capacity of 250,000 barrels of oil. Their speed will be around 16½ knots which is more or less standard for tankers. These ships, despite their huge size, will get by with a crew of 31 to 34 men (unlicensed personnel). Among the more interesting accommodations for the crew are individual sleeping rooms, recreation rooms, ceramic tile baths and air conditioning systems.

As far as ocean going ore boats are concerned, all developments are still on the planning boards, but the newer Great Lakes ore carriers show the distinct trend to greater size, speed, tonnage, and cargo carrying capacity with each passing year.

One of the most ingenious shipboard gadgets we've come across is an Australian development to reduce smoke from ship's funnels. The gadget consists of an electric eye beam rig in the sides of the funnel. When the smoke reaches a certain density, the beam is broken, throwing a switch. The switch starts fans moving, supplying extra oxygen to the furnace and helping to burn up the gases which cause the smoke. It's a very clever method of keeping down that shipboard soot.



Aching feet of helmsmen, caused by standing on steel decks, can be relieved by use of this neoprene mat.

# THE LABOR ROUND-UP

**Formula Making**—In World War II it was the "Little Steel" formula that for many years determined the size of wage increases American workers could obtain. Now the Wage Stabilization Board is holding hearings on a "Big Steel" formula which will have the same effect. The hearings are on wage and other contract demands presented by the United Steel Workers (CIO) to United States Steel and other major companies. Hearings opened January 7 after the union called off its proposed New Year's strike of 700,000 workers on a plea from President Truman. The WSB's recommendations will not be binding but strong pressure will be on both sides to accept them.

**Breadline Looms**—Detroit unions, including the United Automobile Workers, are worried over a big rise in unemployment in the area. Reductions in automobile output due to lack of steel, copper and other vital materials has caused large-scale layoffs. The city of Detroit had 120,000 out of work in December, and these totals are expected to rise to 190,000 by next summer. Union officials and company representatives have been trying to get the government to increase allocations of needed materials so that production can be expanded. A great many of the unemployed have already exhausted their unemployment insurance benefits.

**Strike Slowdown**—The year 1951 was a quiet one as far as strikes were concerned. The first ten months of the year saw almost 400 fewer strikes than in the previous year, with considerably less time lost. Among the bigger strikes of the year was the walkout in the copper industry and the wildcat walkout of longshoremen. The basic industries: coal, automobile manufacture, steel and transportation, had industrial peace.

**Get Going Boys**—AFL Secretary-Treasurer George Meany, back from a European trip, says that Europe's unions are not showing enough "get-up-and-go" in fighting Communist influence in trade unions. Meany also said that the AFL would fight the inclusion of Yugoslav union representatives in the International Confederation of Free Trade Unions on the grounds that the Yugoslav unions are dominated by the government. The AFL has indicated that it might withdraw financial support from the ICFTU if it does admit the Yugoslav unions to membership.

# MARITIME

The 52,000-ton supertanker United States, the largest and fastest vessel built in this country, is expected to be put through trials in May and make her maiden run July 3 to Le Havre. Capable of speed in excess of 30 knots, according to the ship's operators, she will also be the safest vessel on the seas. Special defense features will enable swift conversion of the liner into a transport for 14,000 troops. . . Ships running too close to the Massachusetts shore may go mountain climbing if they don't stay on course. Geologists have discovered an underwater mountain there more than a mile high and extending for more than five miles off the Bay State.

A makeshift rudder apparatus rigged up for a Norwegian freighter while it was out of control for three days in a North Atlantic hurricane utilized an 18-foot, 1,400-pound steel hatch beam as an emergency tiller. Lacking proper tools and working on ice-coated decks, crewmen fastened the beam to the rudder post as a temporary repair and steered the vessel by cables running to deck winches. Deckmen took in or let out cable on orders by megaphone from the bridge for 10 days.

A salvage settlement which observers feel should not be regarded as a precedent encouraging naval vessels to seek similar financial gain was made by the Isbrandtsen Co., operators of the SS Flying Arrow, which was attacked in 1950 by a Chinese Nationalist gunboat. The crew of a British destroyer claimed that its aid to the American freighter saved the ship and cargo. Settlement was \$10,000. . . Ship arrivals in Boston during 1951 dropped sharply from the 1950 figure, a decrease attributed to "labor difficulties" last fall by that city's Chamber of Commerce. Last year's total of 2,217 vessels of 1,000 gross tons or more was almost 500 below 1950.

A 26-foot steel boat for use as a patrol or utility craft has been demonstrated to be "unsinkable." Despite three feet of water inside the hull, the boat still floated on an even keel. The secret to its "non-sinkable" powers lies in three built-in air vaults below deck that can be made watertight by closing a bulkhead door. Even underwater engine operation is possible since the power plants are encased in a steel, watertight compartment. . . November tonnage at the port of Houston pushed an 11-month total above the previous year's record high.

Norfolk tugboatmen ended a four-day strike which snarled harbor operations last week. Members of the Marine Division, AFL Longshoremen's Union, the men accepted a general pay increase amounting to about 25 cents hourly plus a 40-hour week with half-time extra on Saturdays and Sundays. . . Dock workers at Georgetown, British Guiana, walked off the job when a pay adjustment they received fell far short of demands. The six percent wage increase was "insufficient" in light of living costs, the workers asserted.

Regular service to Europe and the Mediterranean with Detroit as home port will be inaugurated next April, the first transatlantic sailing from a Great Lakes port by US flag vessels. Cargoes will be mainly auto parts and machine tools from the surrounding industrial area. Nine freighters will make the more than 30 sailings scheduled during the season.

A total of 80 new ships hit New York on their first voyages during 1951. Japan with 15 and Great Britain with 11 led the parade of new vessels from foreign nations. US newcomers entering the port for the first time were an even dozen, including two Seatrains, the Georgia and Louisiana. . . Longshoremen in ILA Local 791 refused to unload a consignment of Polish hams aboard a US Lines' freighter, a gesture of retaliation for action of Hungary toward four American flyers forced down in that country and "ransomed" by the US for \$120,000.

Some \$19,000,000 in claims arising from a fire hazard aboard the cruise ship Neronic in Toronto, Canada, during 1949 have been met with an offer of \$2,150,000 from the company as full settlement, in order to void "probable" years of court action to reach an accord on all claims. The fire aboard the vessel, manned by the SIU Canadian district, brought death to 115 persons. . . New ship orders during 1951 set a new high in Great Britain. The more than 1,000 orders represent between three and four years' work, worth \$1,540,000,000, for British shipyards.

American exports of wheat are running at the highest rate since 1948, the record year for grain shipments to Europe. Movement over a five-month period more than doubled the total during the comparable period the previous year. Nearly half of it went to Europe and about 30 percent to Asia, mainly to India and Japan. . . Shipments of coal, the major ECA cargo moving abroad, should run about 40,000,000 tons for last year, although spokesmen hope that increased coal production in countries now receiving it will cut that figure in half by mid-1952.

## Burly

Follow Burly Every Issue In The Seafarers Log



# Seamen Can Appeal Security Screenout

(Continued from page 2)

appeal, he goes to the chairman in his district and notifies him accordingly. The chairman, who has no connection with the Washington procedure, then secures the secret file from Washington and all other information he can get on the man. He examines the file thoroughly and then writes the man notifying him of the reason he has been denied clearance. He also notifies the seaman that he has the right to be represented by a lawyer, to present witnesses, affidavits, letters and any other material he thinks would help him secure clearance. This notification is sent well in advance of the hearing date to give the seaman time to prepare his appeal.

### Challenges Permitted

In addition, the seaman is notified of the names of the panel members who have been chosen to hear his case. The seaman can challenge the choice of any one labor representative, or industry representative, without cause, in which case another panel member will be appointed. Subsequently, the seaman can challenge, with cause, as many panel members as he wants. If he can show sufficient cause that they might be prejudiced against him personally, they will be replaced by others who are acceptable to him.

At the appeals hearing itself, the burden of proof is on the seaman that he has not been guilty of the acts of which he was charged. The spokesman stressed that the appeals board hearing is not a trial in which witnesses appear for the government. The man has already been adjudged guilty of being a security risk in Washington, in accord with information on file there. It is now up to the seaman to clear himself of the judgment that has been made against him, just as a man appealing a court conviction to a higher court has the burden of clearing himself of the lower court's judgment.

Following the hearing, the board members will vote on whether to recommend that the man be granted his clearance or not. In the overwhelming majority of cases, the votes have been unanimous. Should the board vote to

clear him, the Coast Guard Commandant is not bound to follow that vote, although there have been many cases in which such recommendations have led to reversal of the original decision to deny a man his validated papers. The Coast Guard commandant will tend to give considerable weight to an appeal board recommendation because the board has seen the man and has had an opportunity to judge him at first hand.

### Second Appeal

Should the appeal board recommend denial of a seaman's appeal, he can make a second appeal to another three-man board in Washington. This board also consists of one labor member, one industry member and a Coast Guard officer who serves as chairman. There have been occasions in which such appeals over the adverse recommendation of the local board have been successful.

In the New York area, there are currently three appeals chairmen, Julius Rosen, Francis Coughlin and Walter Lawlor. From January of 1951 until June, the chairmen were hearing cases without the use of panel members, as the panel members themselves were in the process of being cleared. Since June, however, the panels have been functioning in the port of New York, although other ports are still in the process of organization.

### Time Element

In practice, the appeals boards tend to make considerable allowance for the time element. A man might have been a member of the Communist Party during the World War II "honeymoon period" or had been a member of one of a group of front organizations several years ago, but has since dropped out. In such a case, the board could make a favorable recommendation, being that the man is no longer associated with these organizations and obviously has no sympathy for their present day objectives. What the board, and the Coast Guard, is concerned with in the main is that the seaman should not be currently, or recently, active in such organizations. This would place him under suspicion as being a member at a time when the organization's policy was very strongly inimical to the government of the United States.

# ...WELFARE BENEFITS...

REPORT NO. 19  
By Robert Matthews, Asst. Secretary-Treasurer  
Period Covered By This Report—Dec. 16-Dec. 29

Cash on hand.....	\$220,191.59
US Government Bonds.....	754,023.44
Estimated Accounts Receivable.....	150,000.00
Hospital Benefits Paid in Period.....	9,980.00
Total Hospital Benefits paid since July 1, 1950.....	102,616.00
Death Benefits Paid in Period.....	9,000.00
Death Benefits Paid since July 1, 1950.....	157,666.66

USPHS HOSPITAL NORFOLK, VA.	
William Armstrong.....	\$25.00
K. M. Bymaster.....	25.00
Bernie Cain.....	55.00
Edward Costin.....	15.00
Alphonse DeSouza.....	30.00
Rosecoe J. Hampton.....	15.00
Robert L. Harrell.....	45.00
Percy Ray Hunt.....	55.00
Francis J. Petipas.....	40.00
S. E. Rountree.....	40.00
John Stout.....	25.00
Brentley Young.....	25.00
L. G. Wade.....	25.00
George Warren.....	60.00
	\$495.00

USPHS HOSPITAL PHILADELPHIA, PA.	
John Brady.....	25.00
Jay Flaherty.....	60.00
John Tingle.....	45.00
	\$130.00

USPHS HOSPITAL BOSTON, MASS.	
John Boneck.....	25.00
Edward A. Cooley.....	40.00

## Finish Tally Of A & G Vote

(Continued from page 3)

checked all ballots, used and unused, and noted the figures accordingly in the tally report. The committee further stated that "this Committee upon checking various ports' tally sheets, found that all reports submitted by all outports' committees were correct and in nearly every case checked exactly with the New York Headquarters Committee's final tallies. In a few isolated instances where the findings of the various committees differ, the differences were slight and made no change whatsoever in the final results of the election for any office."

Tallying committee members were: A. G. "Red" Campbell, Charles W. Palmer, Raffaello Garofolo, Ake E. Anderson, Alonzo M. Milefski and Patrick J. McCann.

Daniel H. Hunt.....	40.00
James R. Lewis.....	25.00
William McKeon.....	55.00
Leo Strango.....	40.00
George Yourloamis.....	55.00
Steven Williams.....	55.00
	\$335.00

NEW ENGLAND HOSPITAL BOSTON, MASS.	
Ernest Cornell.....	30.00

SEASIDE MEMORIAL HOSPITAL LONG BEACH, CALIF.	
Robert Layko.....	55.00

VA HOSPITAL LONG BEACH, CALIF.	
Edward Pritchard.....	55.00

USPHS HOSPITAL SAN FRANCISCO, CALIF.	
Percy J. Batoon.....	40.00
Garth A. Broad.....	55.00
Gee Cheng.....	45.00
Joseph T. McNulty.....	55.00
George Nagel.....	55.00
Burley Nankivill.....	70.00
Charles Robertson.....	45.00
Louis Ross.....	15.00
Peter Smith.....	150.00
Frank Stone.....	40.00
Ted Thompson.....	25.00
Herman Uriarte.....	5.00
Silvester Walker.....	25.00
Glenn W. Williams.....	15.00
	\$640.00

USPHS HOSPITAL SEATTLE, WASH.	
Francis I. Gibbons.....	55.00
A. D. Sistrunk.....	25.00
	\$80.00

USPHS HOSPITAL SAVANNAH, GA.	
Von L. Beverly.....	40.00
Carl S. Coppedge.....	15.00
E. L. Hodges.....	25.00
Carl D. Lowery.....	40.00
James T. Moore.....	70.00
James H. Nelson.....	30.00
H. C. Neidlinger.....	40.00
John Travaglino.....	40.00
	\$330.00

USPHS HOSPITAL GALVESTON, TEX.	
Fred Aderhold.....	55.00
Charles Berkelew.....	40.00
Claude Davis.....	55.00
J. H. Hammer.....	15.00
Floyd I. Kelly.....	40.00
Earl Pradat.....	40.00
Charles Scherbens.....	55.00
S. B. Tribble.....	40.00
Joe Wilson.....	60.00
Charles Savant.....	40.00
	\$440.00

USPHS HOSPITAL MOBILE, ALA.	
Bryant O. Boutwell.....	70.00
J. L. Buckley.....	70.00
Tim Burke.....	55.00
Rosecoe B. Dearman.....	55.00
Edmund C. Ezell.....	55.00
Joseph Holsenbeck.....	25.00
J. H. Jones.....	55.00
T. A. Lewis.....	15.00
D. W. Manley.....	40.00
Lawrence L. Myatt.....	30.00
Donald E. Pool.....	25.00
Tage Roslund.....	55.00
Joseph Saxon.....	55.00
	\$605.00

USPHS HOSPITAL BALTIMORE, MD.	
A. All.....	15.00
Warner A. Allred.....	25.00
Thomas Ankerson.....	55.00
John Barron.....	70.00
Nelson W. Blades.....	55.00
Henry Callan.....	15.00
Billy Coleman.....	15.00
Pedro DeFrances.....	55.00
Edgar W. Dodds.....	40.00
Donald Duvall.....	55.00
T. Halenda.....	70.00
John L. Hoffman.....	55.00
James L. Jones.....	40.00
Frank P. Kelley.....	25.00
George Kepich.....	55.00
A. Lopez.....	40.00
Horace McCurdy.....	40.00
Earl McKendree.....	55.00
Raymond Miller.....	70.00
Paige Mitchell.....	25.00
Jack D. Morrison.....	85.00
John D. Norris.....	40.00
Charles N. Payne.....	25.00
Ben Price.....	40.00
Graham Pulasegur.....	25.00
Ruperto Rivera.....	55.00
Claude Scott.....	55.00
Corrie Shrazier.....	40.00
Asby Southers.....	55.00
John Stanley.....	40.00
Paul Strickland.....	55.00
Robert Thomas.....	55.00
A. G. Trezoz.....	55.00
William Wilcher.....	15.00
Albert Willis.....	55.00
Chester R. Wilson.....	40.00
Norman Wrye.....	40.00
John Zohill.....	15.00
	\$1,645.00

USPHS HOSPITAL MANHATTAN BEACH, N. Y.	
Robert Atmore.....	25.00
Rupert A. Blake.....	25.00
Claude F. Blanks.....	25.00
Edmund C. Blosser.....	25.00
Matthew Bruno.....	25.00
Jack M. Dalton.....	25.00
John J. Driscoll.....	25.00
John T. Edwards.....	25.00
Thomas P. Ezell.....	25.00
J. Espinoza.....	25.00
E. Ferrer.....	25.00
Robert E. Gilbert.....	25.00
Fred Grimes.....	25.00
John W. Keenan.....	25.00
Frederick Landry.....	25.00
James Lawlor.....	25.00
David McBreath.....	25.00
Arthur Lomas.....	25.00
Constantine Makris.....	25.00
George Moore.....	25.00
R. A. Ratellif.....	25.00
G. E. Schumaker.....	25.00
Timothy Sullivan.....	25.00
Albert Thompson.....	25.00
	\$800.00

USPHS HOSPITAL NORFOLK, VA.	
Samuel Merckerson.....	10.00

USPHS HOSPITAL FORT WORTH, TEX.	
J. H. Ashurst.....	60.00

USPHS HOSPITAL BALTIMORE, MD.	
Joe Goude.....	45.00

VA HOSPITAL BRONX, N. Y.	
Vernon Derry.....	115.00

USPHS HOSPITAL CHICAGO, ILL.	
Jack Thornburg.....	145.00

USPHS HOSPITAL CLEVELAND, OHIO	
William Carol.....	15.00

USPHS HOSPITAL FORT STANTON, N. M.	
Bomar R. Cheeley.....	85.00

DEATH BENEFITS	
David Bahr.....	\$2,500.00
John Bloodgood.....	1,500.00
Willie Lamb.....	2,500.00
John Wynn.....	2,500.00
	\$9,000.00

## Seafarer Sam Says

SOME SKIPPERS HAVE DENIED THEIR MEN SHORE LEAVE IN FOREIGN PORTS, CLAIMING THE ORDER CAME FROM THE LOCAL GOVERNMENT. IF YOUR CREW IS DENIED SHORE LEAVE FOR THIS REASON, DEMAND TO SEE A WRITTEN ORDER FROM THE GOVERNMENT TO THAT EFFECT. IF NONE IS PRODUCED, YOU ARE ENTITLED TO OVERTIME FOR THAT PERIOD.



## Union Opens Seaman School

(Continued from page 3)

good times and bad, as the higher the rating a man has the more will he be in demand.

The institution of the training schools is one part of the SIU's long-range objective of bringing strength and stability to the maritime industry. By supplying the skilled seamen to meet the need, and manning the ships with efficient, capable and experienced men, the Union feels it will immeasurably add to the quality and competitive resourcefulness of US shipping.

### Quiz Answers

- (1) Spirit of St. Louis.
- (2) He'd better in New Jersey! "A husband acquainted with his wife's weaknesses is required to shield her from temptations which she may underestimate," said that state's Court of Chancery.
- (3) Tom had seven; Jack, five.
- (4) Primo Carnera.
- (5) India. A rupee is 16 annas.
- (6) His son.
- (7) Hawaiian Islands.
- (8) 12 days.
- (9) Continuous rain or snow.
- (10) Liberia. It's actually in the Atlantic Ocean off the coast of Africa.

# ... DIGEST of SHIPS' MEETINGS ...

**TOPA TOPA (Waterman), Nov. 11** — Chairman, A. M. Branconi; Secretary, J. M. Melander. Delegates reported no beefs. There was a suggestion that ship's delegate take the repair list to the captain and go over all the work not repaired. \$37 of the ship's fund turned over to the ship's delegate to be put in safe keepings in captain's safe. A vote of thanks was extended to the steward's department for their good work and fine chow.

**SANTORE (Ore), Dec. 17** — Chairman, John R. Talbot; Secretary, C. E. Taylor. Delegates reported no beefs. Discussion on the ship's fund. Ship's fund voted for and is to be taken care of by the ship's delegate. Cots, wind shoots, mattresses, etc., were discussed.

**SEATRAN TEXAS (Seatrains Lines), Dec. 9** — Chairman, F. Welaska; Secretary, E. Jones. Delegates reported no beefs, everything going smooth. A vote of thanks extended to the negotiating committee for the good work they have done on the Welfare, Vacation and the wage agreement.

**DEL NORTE (Mississippi), Dec. 2** — Chairman, Bob Foster; Secretary, Bill Kaiser. The athletic director reported that five baseball games were played this trip not including the scrub game with the stars. The editor of the Navigator reported that this is his last trip and he would like to get someone to take over the editorship. Walter was left in Montevideo with some sort of heart trouble. We gave him \$100 from the ship's fund.

**PURPLESTAR (Traders), Nov. 4** — Chairman, Tom Lowe; Secretary, Chuck

Hesteter. Ship's delegate reported that the captain was very well pleased with the crew's workmanship and actions. Motion made the bookmen give messmen a trial after the meeting. Fireman stated he was logged for being sick at sea and stated that it was unfair and should be lifted by the commissioner. All hands were asked to leave the rooms in a clean condition and put the dirty linen in the linen locker.

**JOHN EVANS (Mississippi), Oct. 28** — Chairman, Robert Meloy; Secretary, Theodore Mangus. Deck department short two men, one ordinary who missed the ship on sailing day and the AB who jumped over the side. Motion made the recreation room be cleaned in rotation by each department.

**FORT HOSKINS (CIES Service), Dec. 9** — Chairman, J. Fitzpatrick; Secretary, T. Harrell. Delegates reported no beefs. Suggestion made that anyone paying off without a patrolman be brought up on charges. The dangers of smoking on the well deck were pointed out to the new men.

**TRANSATLANTIC (Pacific Waterways), Dec. 3** — Chairman, C. Locke; Secretary, H. Bradshaw. Delegates reported no beefs. The crew was reminded that the chow on board is theirs and they are free to ask for changes in menu at any time. All crewmembers are to clean laundry trays after using them.

**SEAPEARL (Colonial), Nov. 18** — Chairman, Clayton Conley; Secretary, L. Floyd. Education bulletins read to all hands, and newcomers were told how the Union got where it is today. Everyone seems to be pleased with the new contract. The Seapearl broke down at sea and while it was being repaired the crew had a good time catching sharks and they had a big one on the line but you know the story, it got away.

**ROBERT ELLIS LEWIS (Bloomfield), Dec. 14** — Chairman, Walker T. Laclair; Secretary, S. Butler. Delegates reported no beefs. Two men missed ship in Germany. Vote of thanks to the steward's department for a pleasant and a good feeding trip. The slopchest will be checked to see if cold weather gear is aboard for the next trip.

**CHRISTINE (Carras), Dec. 23** — Chairman, A. Kuberski; Secretary, E. Beatty. Delegates reported everything okay. Steward suggests that all hands help keep recreation room clean. Steward is issuing cots and suggests that all hands take care of them.

**BERTRAM GOODHUE (Mississippi), Dec. 19** — Chairman, C. R. Thurmond. Delegates reported everything going smoothly. Motion carried to have educational meeting. Discussion on proper attire for messhall and the recreation room. Discussion on keeping laundry room and the recreation room clean.

**Dec. 23** — Chairman, J. Mahoney; Secretary, C. R. Thurmond. Motion made to write a letter to Lindsay Williams, New Orleans Port Agent, if the ship goes to the Gulf concerning the condition of mattresses, pillows, and bunks aboard. Crew voted to approve the new contract gains listed in a letter from Headquarters.

**ALAWAI (Waterman), Dec. 23** — Chairman, J. Fedasovich; Secretary, J. DuBose. Suggestion made to keep the washing machine clean. Memorandum was discussed. Repair list to be made out. Delegates reported a couple of hours' disputed overtime. One man logged.

## NOTICES

It would be appreciated if anyone knowing whereabouts of George Malinofsky's gear taken off the SS Petrolite in New York would return his Army discharge and other papers to him c/o SIU headquarters in Brooklyn.

Woolard, FWT  
Ex-Zane Grey  
Check Baltimore hall for gear if it hasn't arrived at home.

Richard Farmer  
Gilbert Maurice  
You must sign beneficiary cards to be eligible for Welfare benefits.

## Puzzle Answer

OSLO	ARC	SCAB
COOK	LEE	PALE
TUBS	TANGIBLE	
ORS	CARTEL	
CHAR	USEFUL	
FLOAT	ART	ORE
LOUT	CAY	ERGS
ASS	ALM	MATES
PEEWEE	DATA	
ARARAT	LAS	
CORPORAL	HEIL	
ALOP	ELL	EZRA
NETS	DEY	MAST

**SEATRAN SAVANNAH (Seatrains), Dec. 24** — Chairman, R. Newell; Secretary, Reese Oliver. A couple of beefs to be turned in to the patrolman at payoff. Motion made and carried that patrolman contact Mr. Chapelaine in regard to putting a washing machine on board. Suggestion that crewmembers keep the water cooler free of cups and cigarette butts.

**GATEWAY CITY (Waterman), Dec. 15** — Chairman, M. Richardson; Secretary, E. M. Watts. Motion made that three members be elected to go to the hall and get in contact with the negotiating committee in regard to the working rules. Discussion on the heating system in the crew's quarters aft.

**HEYWOOD BROWN (Victory Carriers), Nov. 11** — Chairman, Gillis; Secretary, William Alvare. Laundry room to be cleaned by wiper and OS every week and pantry mess to keep spare messhall clean and crew to help keep it clean. Delegates reported all in good standing, no beefs.

**Dec. 9** — Chairman, L. Gillis; Secretary, L. Gwalthney. A vote of thanks to the steward's department for their fine meals during the trip and for the fine Thanksgiving dinner. The remaining ship's crew that is staying aboard agreed to make a voluntary donation to the ship's fund.

**MARTIN MCCARVER (Waterman), Dec. 15** — Chairman, G. Viner; Secretary, G. Delgado. Delegates reported no beefs and a few disputed hours overtime. The messman is not dumping garbage at the proper place. Unnecessary noise in the passageway and all hands were asked to close doors quietly and stop the loud talking. Discussion about the Indian watchman and longshoremen to be taken up at next meeting.

**LONGVIEW VICTORY (Victory Carriers), Nov. 18** — Chairman, James H. Boyles, Jr.; Secretary, Benjamin F. Troffie. Delegates reported no beefs. Discussion by the steward on the merits of the new bakers that were coming aboard and the bakers who are on board at the present time.

**Dec. 18** — Chairman, James Boyle, Jr.; Secretary, Benjamin Troffie. Delegates reported everything in fair running order. The chair challenged every member present to blow his top but there wasn't even a little squeak out of anyone. All hands were asked to leave the washing machine in a clean condition in the future.

**JOHN F. APPLEBY (Eastern), Dec. 9** — Chairman, Herman Whisman; Secretary, W. D. Canty. Delegates reported no beefs. The crew was asked to leave the washing machine in better condition after using. Ship's fund stands at \$15.56. The deck and engine department will take care of the laundry room and the steward's department will take care of the lounge room keeping it clean in SIU style.

**ANTINOUS (Waterman), Dec. 16** — Chairman, L. Allen; Secretary, Eugene Ocatto. There was a discussion on a Christmas party. Delegates reported everything okay, no beefs.

**ANNISTON CITY (Isthmian), Dec. 3** — Chairman, A. Stout; Secretary, W. Fogarty. Delegates reported everything okay. A suggestion was made — deck engineer that a fresh water line run out on deck. Some discussion as to the time of the day the slopchest should be opened. The steward said he would open it up any time the men needed anything.

**SEAGARDEN (Orion), Dec. 9** — Chairman, Pete Walsh; Secretary, N. E. Roundfree. Delegates reported no beefs. The Headquarters report and memorandum was read and accepted. Discussion on ship's repairs will be turned over to the ship's delegate for action. Medical supplies will be checked sometime in the near future.

**SEACOMET (Colonial), Dec. 23** — Chairman, M. Harris; Secretary, Homer Renge. Delegates reported no beefs. The repair list will be turned over to the patrolman in Tampa. Discussion on performing aboard ship. It will not be tolerated. Brother Lee gave a talk on the importance of delegates aboard vessels at sea and advised all new men to contact them on any matters they were in doubt of. Brother Lingo explained the principles of our organization and importance of our slogan, "Brotherhood of the Sea."

**BULL RUN (Mathiasen), Dec. 14** — Chairman, Jack Groener; Secretary, Jack Henney. Delegates reported one man missing in engine department. The ship's delegate is to see the captain about shore leave and a draw in Arabia. The men were asked to participate in the meetings. The menu should be arranged to please all crewmembers.

**WILLIAM JAMES (Bull), Dec. 18** — Chairman, William James; Secretary, Neil L. Floyd. Motion made that the ship's stores be checked thoroughly for the next voyage. If there are any shortages the delegate shall be informed of such and will notify the union hall.

**STONEWALL JACKSON (Waterman), Dec. 9** — Chairman, J. King; Secretary, John Murphy. A wiper and a fireman missed ship and a letter was made up to send to Union headquarters about it. Motion made to keep the washroom clean. Anyone caught leaving the washroom dirty will pay a small fee to the ship's fund.

**SEAMONITOR (Excelsior), Dec. 2** — Chairman, John Zackowski; Secretary, William Bausa. Delegates reported everything in good shape. Motion made to alternate in cleaning the recreation room and the laundry room. This crew being

new, a motion was made to discuss any new business at the next meeting.

**CLARKSBURG VICTORY (Mississippi), Nov. 16** — Chairman, J. Wade; Secretary, A. A. Kessen. Delegates reported everything okay. Amount in ship's fund \$4.92. Motion made and seconded that all crewmembers donate to the ship's fund for the upkeep of the washing machine and to buy reading material for the crew. Suggestion that all crewmembers be properly dressed when eating in messroom at meal times. All repairs to be turned in to the department delegate as soon as possible.

**MANKATO VICTORY (Victory Carriers), Dec. 14** — Chairman, W. L. Burch; Secretary, Frank Hall. Ship's delegate reported that everything is running along smoothly. Any additional repairs are to be added to the repair list which will be turned in to the department delegates. The ship needs fumigating. Quite a few cockroaches were seen in the living quarters.

**GATEWAY CITY (Waterman), Dec. 2** — Chairman, M. Richardson; Secretary, E. M. Watts. Delegates reported no beefs. The steward was requested to put out more cheese for the night lunch so that the crew could make toasted cheese sandwiches on the toasting machine that was purchased out of the ship's fund.

**SUZANNE (Bull), Nov. 25** — Chairman, J. Pacheco; Secretary, G. Bonfont. Complaints of too much noise by chipping and scaling while the ship is at sea which disturbs the 12 to 4 watch. The crew quarters will be painted this trip, including messroom chairs and tables. Messroom locker out of order to be renewed on following trip.

**ABIQUA (Cities Service), Nov. 27** — Chairman, John Giancola; Secretary, R. Lafferty. Ship's delegate reported that the washing machine is beyond repair. A new machine will be put aboard by the company. Several members at the meeting had complaints about the poor mail service given to the crew by the company. The door to the crew messroom needs repairs.

**Nov. 15** — Chairman, Rocky Milton; Secretary, Robert Lafferty. The question of overtime for delayed sailing time will be left up to the patrolman in the next port. The messman complained that the messroom is often dirty in the morning after the previous night's card games. The record player in the recreation room needs repairs. Cranks on some of the lifeboat davits slipped during a drill. The machinist reported that they are being repaired.

**YOUNG AMERICA (Waterman), Dec. 9** — Chairman, Neil Larson; Secretary, Ralph Tindell. Delegates reported everything okay. Motion made and carried that the steward make sure that in the future he has enough linen for the entire voyage. Suggestion that one of the brothers check on books for the ship's library.

**STONY CREEK (Mar-Trade), Dec. 13** — Chairman, G. R. Sinclair; Secretary, Holt. Gaskets in need of replacing on portholes. Broken glass in portholes due to bad weather. Washing machine needs attention; it was left unclean. Suggested to post instructions on operation of the machine. Crew voted to thank union for the use of the films, "Wall Street" and "This is the SIU." Congratulations go to the steward and chief cook for their fine cooperation at all times.

**CECIL N. BEAN (Dry Trans), Dec. 14** — Chairman, Ely; Secretary, Leif Hope. Delegates reported no beefs. It was agreed that the last man on standby clean the messhall and the recreation hall at night.

**WILLIAM JAMES (Bull), Nov. 4** — Chairman, Vic Dindia; Secretary, Neil L. Floyd. Delegates reported everything running smoothly. Each man is to wash his cup and place it on the drain board after using. All hands were asked to cooperate with the steward changing the linen. All crewmembers were asked to keep the messhall and the recreation room clean at all times.

**COUNCIL GROVE (Cities Service), Nov. 29** — Chairman, V. D. Kickirillo; Secretary, A. Fabricant. Chairman suggested that OS, wiper and BR take care of the linen for each department. There was a discussion on the night lunch and milk. Painting of crew's quarters requested.

**Dec. 11** — Chairman, Johnson; Secretary, A. Fabrica. Delegates reported everything in order. Deck department showers need repairs. Complaints on the coffee. Soap and matches are to be obtained. Hot water supply to washing machine is dangerous.

**ARCHERS HOPE (Cities Service), Dec. 12** — Chairman, William Ivins; Secretary, Johnson. Letter to Headquarters was explained. Explanation of proper procedure to follow at payoff. A motion was made and accepted and a suggestion made that the Union take action toward seamen's families receiving benefits in Marine Hospitals. Crewmembers of the Archers Hope wish to give a word of praise to the captain for his kindness and cooperation.

**CATAHOULA (Cuba Distilling), Dec. 12** — Chairman, Adolph Capote; Secretary, B. E. Phillips. Letter read from Headquarters regarding steward's department beef on midnight lunches served. Suggestion made to get a new library for the recreation room. Suggestion that a communication be drawn up by the delegates and turned over to the agent in New Orleans for membership action against the performers during the trip.

**WARRIOR (Waterman), Nov. 25** — Chairman, T. C. Bellard; Secretary, H. F. Webber. The new memorandum agreement was read to the crew and a vote was taken. The crew was advised to keep the laundry cleaner. Permitts were briefed on the act of throwing cigarettes on deck. A number of repairs were mentioned.

**STEEL ARCHITECT (Isthmian), Dec. 4** — Chairman, Anselmo Melendez; Secretary, F. V. Fromm. Delegates reported no beefs. Chief mate refused man a slip to the dentist saying he was busy and had other things to take care of. Motion made to fumigate the ship holds and quarters. Rats and roaches were seen by the crew. Suggestion to keep the washing machine clean. There was a misunderstanding in the steward's department.

**MADAKET (Waterman), Dec. 8** — Chairman, Freeland; Secretary, Gridley. Delegates reported no beefs. Discussion on man who missed ship in Yokohama. Complaints on bad stores. The ship is not being supplied as it should be. Slopchest on board is sadly depleted.

**GULFWATER (Mar-Trade), Nov. 25** — Chairman, E. M. Carlane; Secretary, J. Medwed. Delegates reported misunderstanding about cleaning the passageways. A vote of thanks was extended to the delegates for their capable handling of ship's affairs. The steward's department was complimented on the good food in spite of the equipment to work with.

**FAIRHOPE (Waterman), Dec. 9** — Chairman, A. H. Re Askio; Secretary, A. Brindly. Delegates reported no beefs. Motion made for the ship's delegate to see the patrolman about the mate not putting out medical supplies. It was suggested that each department delegate take up a voluntary ship's fund.

**STEEL ROVER (Isthmian), Dec. 2** — Chairman, E. G. Tesko; Secretary, M. Newton. \$32.50 in ship's fund. Chief engineer said that too much water is being consumed as the rate of consumption is far above normal and it must be conserved or rationed. Captain asked crew to guard against theft from men in port.

**COUER D'ALENE VICTORY (Victory Carriers), Dec. 2** — Chairman, Walter J. Walsh; Secretary, Gerald Hoeschen. \$25.49 reported in the ship's fund. A few refreshments will make the holiday away from home more cheerful. A new electric iron will be purchased.

**BARBARA FRIETCHIE (Liberty Navigation), no date** — Chairman, Red Morgan; Secretary, Th. Moller. Delegates reported everything okay, no beefs. Motion made and carried to start a ship's fund on a voluntary basis. The ship's delegate will see the captain about following repair list before leaving LA. A vote of thanks was extended to the steward's department for the good job they did and for the good food served. Everybody is satisfied and happy.

**OCEAN C (Ocean Transportation), Dec. 16** — Chairman, Vernon Bryant; Secretary, W. Roms. Vote taken on the new memorandum agreement. Each department to get up a repair list to turn in. New mattresses needed. Steward will order them.

**WESTERN TRADER (Western Nav.), Dec. 24** — Chairman, T. Hirsh; Secretary, T. Washluk. The crew complained about the shortages of stores. T. Hirsh explained to the members the Union motto an SIU ship is a clean ship. He told the crew when they leave the ship leave it the way you would like to find it.

**DEPAUW VICTORY (South Atlantic), Dec. 23** — Chairman, P. Constan; Secretary, Dunley. Delayed sailing discussed. Suggestion to have ship fumigated of roaches in fo'c'sles. Lockers to be repaired in messhall.

**CAMAS MEADOWS (U. S. Petroleum), Dec. 23** — Chairman, E. J. Lane; Secretary, B. Robbins. Everyone asked to turn off the switch on the washing machine when finished with it and also to release pressure on wringer. Crewmembers were asked not to leave towels around in the pantry.

**BENTS FORT (Cities Service), Dec. 18** — Chairman, Dan Beard; Secretary, Allison Hebert. Motion made and carried to increase milk supply from 120 quarts to 180 quarts. Crew was asked to cooperate with the messman. Discussion on increasing the ship's fund.

**SEATRAN NEW YORK (Seatrains), Dec. 20** — Chairman, R. Sweeney; Secretary, C. Goldstein. Delegates reported no beefs. Treasurer reports \$105.32. The crew was given to understand that some overtime money was being held over into the next payoff. The crew did not want any overtime money to elapse into the new year. The ship's delegate was instructed to see the captain and have him call the office to straighten this matter.

**BEAUREGARD (Waterman), Nov. 23** — Chairman, Brown; Secretary, V. Harding. Suggestion that more night lunch to put out. Juices to be chilled before serving in the morning. Suggestion made to use ash trays on tables instead of deck.

**DEL MUNDO (Mississippi), Dec. 18** — Chairman, Charles Muree; Secretary, Dan Collins. The ship's delegate reported that a mattress was burned and that the person would have to pay for it. Del Mundo goes on record 100% for the new contract gains and a vote of thanks was extended to the negotiating committee. Discussion on ship's funds. Suggested that everyone donate \$2 at payoff.

## PERSONALS

Levi Walker  
Contact Silas Axtell, 15 Moore St., New York.

Gordon Chambers  
Please get in touch with your mother, Mrs. Annie Chambers, at 1076 Teller Ave., Bronx, N. Y., as soon as possible.

Charles Gedra  
Robert Brosh  
Get in touch with your local draft boards immediately.

Duane Clausen  
You have been classified 2-A by your local draft board, No. 5, in New York City.

Thomas Galvin  
A very important letter is being held for you at the office of the SEAFARERS LOG. See the editor.

John J. Leskun  
Your sister, Anne Leskun, is anxious to get some mail from you at 38 So. Catherine St., Shenandoah, Pa.

Louis W. Boren  
Anyone knowing his whereabouts please notify his wife, Beatrice Boren, Box 714 Pawhuska, Okla., or his mother, Mrs. Minnie Washabough, Box 233, Pawhuska, Okla., or have him get in touch with his family.

John Bober  
Get in touch with Wanda Bober, 233 East 32nd St., N. Y.

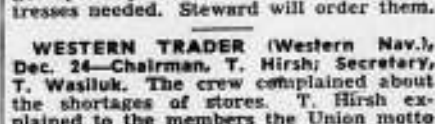
Lopez, AB  
Ex-Gateway City  
Lost your address. Shipping on Western Farmer. Please contact me c/o Brooklyn Hall, W. Thompson.

Cpl. Gordon Peck  
Saw your letter in LOG. Please write, Cpl. Gerald Heiner, US 56080991, Co. H, 34th Inf., APO 50, c/o PM, San Francisco.

T. J. Stafford  
Get in touch with Terrell McRamy at Galveston Hall, 805 1/2 23rd St.

Tony Cornman  
Urgent you contact Mrs. Mary Cornman, 3119 Baldwin St., Los Angeles.

John W. Allstair  
Get in touch with Lawrence O'Connell at Staten Island Marine Hospital.



## 'The World's Most Alert Union Man'

Membership ratification of all contracts negotiated by the SIU is a Union procedure provided for in the Union's constitution. Contract ratification is just one aspect of the membership's final say on all important matters, including reports of officials, finances, communications, and other business that comes up in the course of a membership meeting.

The regular shoreside meeting has last word on this score. But owing to the nature of the maritime trade, only a small part of the total membership can be present at any given time at shoreside meetings. The large majority of Seafarers will be aboard ship. This makes for a difficult problem, but the Union is determined to sound as many Seafarers as possible on any given issue, so as to get the broadest possible membership response. In this way the Union can avoid the danger of an unrepresentative response that might arise if the membership on the beach alone passed on a particular question.

Consequently, an important issue like a new contract is submitted to the entire membership for approval. The polling of the men aboard ship must of necessity be unofficial, but it is a good barometer of the feelings of the Seafarer who at the moment will be closest to the contract prob-



Seafarers in the midst of a typical shipboard meeting hear a delegate's report.

lems. The vote gives these men a voice in Union affairs which they would otherwise lack because they were at sea at that particular time.

It has been found that the opinion of men aboard ship on a given issue tends to follow the same pattern as that of men participating in the shoreside meetings. The meetings then, have been proven representative of the entire membership.

In accord with this policy, the SIU submitted its latest contract, already approved by the shoreside meetings, to the members at sea. The table listed below is a random sampling of early returns received from SIU ships and demonstrates the

overwhelming acceptance of the new agreement.

Submitting the contract to the men at sea is just one way in which the Union attempts to keep in close touch with the entire membership. It is the SIU's standing policy that the best membership is an active and informed membership. This method of submitting issues stimulates discussion and as a result helps keep the membership alert and informed on the issues of the day. It is the Union's belief that the policy has been carried to the point where the membership of the SIU is the best-informed of any union membership in the world.

## Partial List Of Shipboard Voting

Ship	Company	Meeting Date	Chairman	Secretary	DELEGATES										For	Against
					Deck	Engine	Steward	Ship's								
Calmar	Calmar	11/6/51	W. Ekins	J. Leuack	A. Primen	B. Sioux	V. Douglas	W. Ekins	27	0						
Las Vegas Vic.	Isthmian	11/12/51	T. Finnerty	S. Cullison	T. Finnerty	J. Spina	C. Thorpe	H. Hutcheson	33	0						
Del Valle	Delta	11/18/51	J. McGuffen	J. Whited	N. Earley	J. McGuffen	J. Gonzalez	M. Berlous	34	0						
Ponce	Puerto Rico	11/16/51	T. Viera	G. Surtzer	W. Clarbon	L. Renta	J. Ayala	T. Viera	27	0						
Edith	Bull	11/18/51	L. Rizzo	V. Genco	N. Richardson	A. Bliksnar	C. Warfrior	V. Genco	28	0						
Alcoa Puritan	Alcoa	11/11/51	B. Maye	V. Hall	J. Stackowicz	P. Taurvi	J. Warfrior	A. Mitchko	31	0						
Chloro	Cities Service	11/9/51	C. Kellogg	D. Rublick	H. Cullier	C. Ashcom	J. Gardnu	H. Cullier	35	0						
Chiwawa	Cities Service	11/25/51	J. Phillips	R. Koch	G. Clement	C. Kennedy	A. Martin	L. Propor	28	0						
Antinova	Waterman	11/18/51	B. Vain	L. Allen	R. McCarthy	C. Johnson	C. Johnson	F. Peshwie	35	0						
Cubore	Ore	11/14/51	C. Davis	P. Korat	C. Jowers	F. Mayo	R. Lipscomb	E. Jowers	34	0						
Stonewall Jackson	Waterman	11/18/51	J. Smith	R. Gralicki	L. Long	L. Gonzales	M. Elliot	L. Hopkins	35	0						
Santore	Ore	11/18/51	P. Allgeier	T. Patriquin	P. Atkins	T. Patriquin	P. Allgeier	T. Jones	34	0						
Bradford Island	Cities Service	11/18/51	F. Lamberti	C. Just	F. Lamberti	A. Jensen	J. Lelinski	C. Just	29	0						
Beatrice	Bull	11/27/51	W. Rhone	R. Moran	R. Moran	E. Smith	M. Reid	M. Reid	35	0						
Alcoa Pilgrim	Alcoa	11/19/51	B. Mullins	W. Scott	R. Mullins	E. Smith	W. Kyles	A. Nottage	31	0						
Bethore	Ore	11/13/51	D. Cherry	B. Dillman	J. Wing	D. Cherry	W. Jones	B. Fisher	35	0						
Seatrain N.Y.	Seatrain	11/18/51	R. Sweeney	C. Goldstein	J. Tarrant	H. Kowalski	W. Vidal	E. LaSoya	32	0						
Madaket	Waterman	11/10/51	A. Sistrunk	G. Garco	D. Van Buren	C. Young	L. Morris	W. Leuschner	35	0						
Steel Apprentice	Isthmian	11/14/51	J. Bilko	C. Hitchcock	J. Bilko	J. Jacques	W. Yan	L. Gooch	18	0						
Royal Oak	Cities Service	11/18/51	E. Duxbury	T. Moore	E. Duxbury	A. Weaver	J. Shomoc	T. Moore	35	0						
Sweetwater	Mar-Trade	11/18/51	R. Bridge	T. Maher	E. Brown	E. Bridge	N. Gundohl	R. Bridge	28	0						
Oremar	Ore	11/15/51	L. Brihart	F. Oselan	G. Brownwell	J. Burnette	W. Rose	R. Frost	34	0						
Harry T	Palmer	11/25/51	N. Swokis	D. Ravon	J. Michael	C. Buswell	W. Ournikle	M. Keefer	28	0						
Yorkmar	Calmar	11/18/51	E. Lutzer	W. Schoenborn	H. Kozut	J. Buswell	C. Corter	W. Schoenborn	27	0						
Golden City	Waterman	11/26/51	J. Simmons	J. Malojensky	W. Small	F. Zanamaki	J. Rioux	J. Simmons	34	0						
Peconic Bay	Aegan	11/25/51	A. Crichton	S. Warlensky	E. Liljeroos	V. Cloutz	J. Porter	L. Holliday	28	0						
Thomas Caldwell	Alcoa	11/25/51	T. Beatty	W. Perkins	A. Nelson	E. Blackman	E. Buckley	B. Bankston	13	0						
Steel Director	Isthmian	11/22/51	W. Fahm	W. Stark	M. Ralph	T. Cossie	D. Cohen	O. Fielding	33	0						
P. P. Burbour	Waterman	11/25/51	C. Murray	W. Yarborough	J. Barons	W. Morris	M. Culp	C. Moss	28	0						
Robin Tuxford	Robin	11/24/51	D. Bassy	J. Gadsen	N. Tukey	J. McPolin	V. Monte	J. McLaughlin	34	0						
Montebello Hills	Western Tanker	11/20/51	R. Blake	H. Ryan	R. Blake	H. McIsaac	A. Valdea	J. McLaughlin	31	0						
Logans Fort	Cities Service	11/20/51	M. Hitchcock	K. Goldman	M. Hitchcock	K. Goldman	O. Robickauf	J. Ahern	25	0						
Lafayette	Waterman	11/18/51	H. Borwn	P. Patrick	M. Smith	H. Brown	E. Frost	T. Dallos	35	0						
W. E. Downing	State Fuel	12/3/51	T. Fleming	G. Hric	W. Lowther	K. Moston	T. Fleming	T. Fleming	48	0						
Psohi	Cities Service	12/1/51	V. Whitney	J. Bowman	C. Wysocki	N. Kirk	T. Johnson	T. Lewis	27	0						
City of Alma	Waterman	12/2/51	L. Marsh	S. Grabenauer	S. Grabenauer	G. Murrill	A. Wilburn	J. Hanks	26	0						
Del Oro	Mississippi	12/11/51	J. Procell	G. Tarbell	W. Tarrant	F. Williams	E. Terrell	F. Williams	30	0						
Maiden Creek	Waterman	11/25/51	B. Kinter	P. Gladden	P. Gladden	C. Merritt	W. Kilgare	R. Coote	10	0						
Binghamton Vic.	Bull	12/1/51	V. Stefaniak	L. DeSilva	L. DeSilva	F. Heck	J. Tarrisi	V. Stefaniak	34	0						
Alcoa Cavalier	Alcoa	11/25/51	E. Meyd	H. Phillips	H. Phillips	E. Hall	L. Guillet	A. Stephens	70	0						
Couer d'Alene	Victory Carriers	12/2/51	N. Walsh	G. Hoeschen	C. Collins	R. Collins	G. Wolf	B. Cocels	32	0						
So. Districts	So. Trading	11/25/51	T. Cornick	C. Parrish	C. Parrish	C. Parrish	W. Thompson	J. Amos Roy	15	0						
N. B. Palmer	Palmer	11/17/51	G. Bauer	C. Logura	J. Benchey	W. Ellis	R. Murphy	W. Yabl	28	0						
D. S. Terry	Eastern	11/29/51	R. Murphy	R. Lee, Jr.	R. Lee, Jr.	J. Saxton	G. Nichols	V. Chamberlain	28	0						
Zane Gray	Isthmian	11/28/51	B. Frederick	Sir Charles	N. Nark	J. Frederick	P. Ulrich	Sir Charles	34	0						
Seatrains Georgia	Seatrains	12/8/51	E. Hall	C. Canonizado	E. Hall	D. Cahoon	J. Mogen	E. Hall	28	0						
J. C. Harper	Seas Shipping	11/25/51	C. McDowell	R. Godwin	B. Maxwell	R. Godwin	R. Godwin	G. Allen	32	0						
Southstar	South Atlantic	12/2/51	A. Thorne	H. Releford	T. King	C. Chesna	H. Releford	A. Thorne	28	0						
Shinnecock Bay	Mar-Trade	11/17/51	A. Campbell	J. Clark	E. Witche	J. Ruiz	R. Gordis	B. Toner	37	0						
Elizabeth	Bull	12/11/51	J. Spuron	E. Cottis	J. Maye, Jr.	G. Bell	F. Longwell	J. Spuron	38	0						
G. A. Lawson	Pacific Range	12/2/51	M. Reges	R. Kelly	M. Reges	C. Dougherty	T. Whitak	C. Carooks	19	3						
Kyska	Waterman	12/9/51	E. Thompson	W. Powell	G. Baker	A. McKenzie	D. Fabon	P. Hanger	34	0						
Venore	Ore	12/9/51	L. Nalpe	H. Butler	T. Neves	L. Rinere	S. Bell	F. Jarvis	27	4						
Pennmar	Calmar	11/30/51	J. Williams	L. Luksewich	O. Gonzalers	J. Poo	M. Regis	F. Abbott	28	0						
Charles Carroll	Bull	12/09/51	J. Poo	H. Ringo	J. Williams	J. Hawart	H. Ringo	M. Petterson	27	0						
Seacombe	Colonial	12/14/51	J. Williams	L. Kriston	J. Gllneck	J. Chassereau	F. Kopf	B. Williams	25	0						
Rice Victory	South Atlantic	12/03/51	H. Kelly	Leo Benort	H. Thomas	H. Thomas	O. Hernandez	R. Gelling	29	0						
Bents Fort	Cities Service	11/22/51	C. Gibbs	J. Knapp	K. Wright	J. Emerick	W. Morris	R. Rivera	27	0						
Mae	Bull	12/6/51	M. Brightwell	F. Johnson	J. Olivie	R. Ramos	O. Hernandez	T. Lyons	23	0						
Dorothy	Cities Service	12/12/51	T. Ballard	H. Webber	H. Harrison	Wallace Lomorgan	S. DoGee	W. Banks	35	0						
Archers Hope	Waterman	11/25/51	E. Tesko	H. Neften	H. Webber	J. Harrison	J. Raymond	J. Kramer	34	0						
Steel Rover	Isthmian	12/2/51	C. Ely, Jr.	L. Hope	H. Lenten	R. Nobson	J. Raymond	E. Peterson	29	0						
Cecil Bean	Dry-Trans	12/16/51	H. Tennant	B. Johnson	C. Pedersen	W. Grohulski	T. Lee	B. Johnson	39	0						
Del Campo	Mississippi	12/9/51	C. Carniel	J. Hoggie	F. Israel	A. Clement	A. Olander	C. Carniel	22	0						
W. B. Yates	Isthmian	12/16/51	C. Hoggie	J. Straka	W. Dodds	C. Speigle	J. Hoggie	J. Hoggie	32	0						
Steel King	Isthmian	12/10/51	P. Walsh	M. Rountree	M. White	G. Nayloy	W. Rountree	F. Roberts	25	0						
Seagarden	Orion	12/9/51	S. Prokopuk	W. Fogarty	A. Debebib	H. Riuttata	M. Marris	L. Doby	23	0						
Anniston City	Isthmian	12/16/51	V. Bryant	W. Roma	L. Clark	W. Donald	W. Roma	S. White	25	0						
Ocean C	Ocean Trans.	12/16/51														

TOTALS SO FAR:  
Ships: 79

For: 2887  
Against: 7